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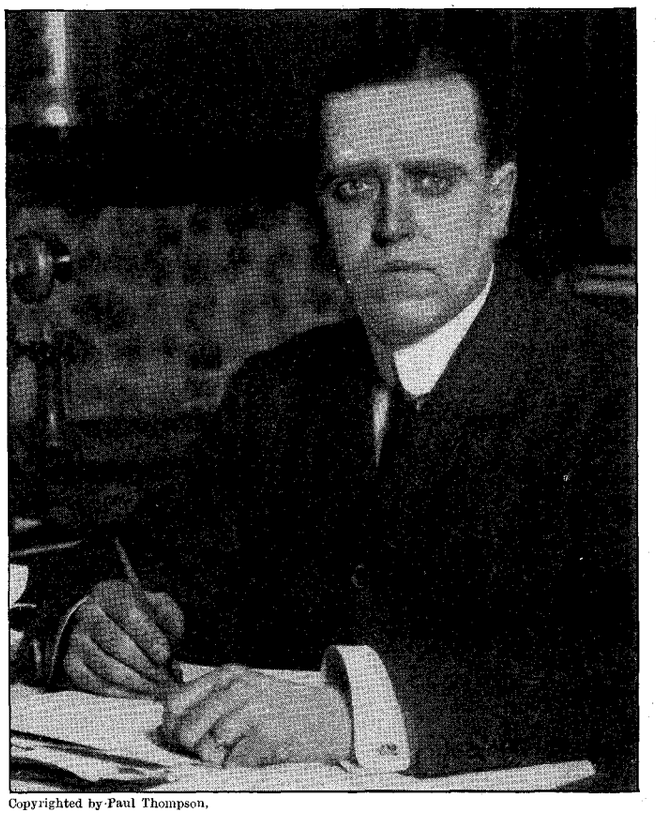
TOPICS OF THE DAY

ON THE TRAIL OF THE "SYSTEM" IN NEW YORK

THE ARREST of Police Lieutenant Charles Becker, on the charge of bringing about the murder of Herman Rosenthal in New York, on July 16, brings editors outside the metropolis to ask if it can be true that the guardians of the law in our greatest city are so deeply involved in bribery, graft and blackmail that they do not stop short of murder to prevent possible interruption of their lucrative undertakings. In New York the question of Becker's guilt or innocence—a matter to be decided by the courts when the confessions incriminating him have been judged in the light of further evidence—seems of less importance to the press than the fact that his arrest is likely to bring out important revelations of police corruption, its nature, its extent, and the identity of those responsible for it. "It makes a breach in the outer defenses of the Police System," declares the Brooklyn *Eagle*, "for the first time since the Lexow Committee revealed the existence of organized blackmail by the New York police upon gambling and vice." It has now been proved, we are told further, "that the 'System' is not a phrase, but a thing"—"it is a fact in the government of New York." The community is "absolutely convinced," says the New York *Evening Post*, "that unholy alliances for mutual gain do exist between certain members of the police force and desperate criminals, and that we shall have neither peace nor safety until these are broken up and made impossible for the future." The extent of the corruption and the immense profit for members of the "System" are shown by the sum mentioned in the gamblers' confession as the annual contribution for police protection. They put it at $2,400,000. There is some disinclination to accept these figures. Newspaper readers are, however, reminded that after Police Commissioner Bingham left office he estimated the total annual graft at several millions of dollars.



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RHINELANDER WALDO,

The Police Commissioner of New York, who faces the exposures of wrongdoing in his department, protesting that only a few individuals are guilty. Mayor Gaynor's confidence in him is unshaken, and he says: "that one under him has deceived him is nothing to condemn him for."

While it is generally admitted that Mayor Gaynor and Commissioner Waldo can not be held responsible for the existence of the "System," yet their attitude since the Rosenthal murder is being freely criticized. Mr. Waldo has had much to say of the efficiency and honesty of the police force, and of his arrangement which would prevent any extended blackmailing. The Mayor wrote the Commissioner a long letter, praising "the splendid work you are so systematically doing in the Police Department," and advising him to keep cool in this "time of clamor and indiscriminate newspaper accusation." According to the reports which have been filling so much space in the New York papers for the past few days, most of the effective work done toward the punishment of the crime has been done

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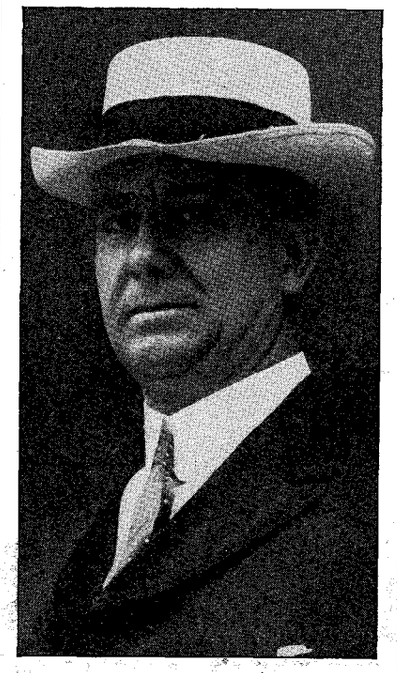
by the District Attorney's staff and private detectives, not by the police. The Mayor at first refused to call for an Aldermanic investigation, and only did so after the arrest of Becker. The gentlest critics of the Mayor are those who suggest that he has not realized the importance of the crisis. So that the New York *Tribune* can not but conclude that "the attitude of the city administration toward the demand for the fullest light on the possibility of an organized criminal system has been shameful." The Brooklyn *Eagle* thinks that the Mayor and the Police Commissioner have been put "upon a defensive so difficult that their worst enemies could hardly have wished them in a more embarrassing plight." *The Evening Mail* comes out still more emphatically:

"The shame and disgrace of it can not be blotted out by years of endeavor—can never be blotted out by the two men, Mayor Gaynor and Police Commissioner Waldo, who have defied public opinion, ignored the plain evidence of undisputed facts, and wasted their time and attention on trivial or unrelated matters rather than on the main issue, leading, as it did from the beginning, directly to the doors of the Police Department and to the desk of Lieutenant Becker. . . . The urging and pleading of a whole community failed to move either the Mayor or the Police Commissioner to action that bespoke determination to bring the murderers to justice and to cleanse the police force of its foul alliance with criminals. They can not now secure the confidence of the public. Their day of grace is past. New York can only bow its head in shame."



"IT'S AN AWFUL PLIGHT FOR AN INNOCENT MAN TO FIND HIMSELF IN,"

Says Lieut. Charles Becker, former head of the "strong-arm squad," now under arrest for the murder of Herman Rosenthal, and believed to be connected with a series of corrupt dealings with gamblers.

Both officials seem to the Washington *Star* to be "seriously discredited by the confessions and in a fair way to be even more awkwardly affected by the revelations that may be expected now that the lips of the chief figures in this conspiracy have been opened and the full truth may be expected." The Philadelphia *Inquirer*, which is inclined to give Commissioner Waldo full credit for the reforms his friends say he has instituted in his department, declares that New York needs "a Mayor with a backbone who will rise to the occasion and aid Waldo. . . . There is need of a real man in the Mayor's chair, not a self-satisfied old barnacle." Other editors having a higher opinion of New York's Mayor can not acquit him of all responsibility for the state of things being revealed in New York. The chief flaw in his administration, the Springfield *Republican* points out, has been "the encouragement to lawlessness which came from his exaggerated views of personal liberty." The New York *Times*, always conservative on these matters, admits that this "known inclination" of the Mayor's "has to some degree hampered the energy and enterprise of the police." The Brooklyn *Times* speaks indignantly of "the disgrace of a Police Department which is both a leech on criminals and an inspirer of foul murder," in which "gambling graft has become merely a side line." Then it adds significantly: "To such a pass has come 'liberal enforcement' of the law."

One of the few papers to find matter for commendation in the Mayor's attitude is the New York *Commercial*. It rejoices in "his sense of justice and fair play," and says:

"The Mayor has shown himself peculiarly alive to the shame imposed on the great community of New York by the Rosenthal affair and the deep shadow which it has thrown on certain phases of police methods. He protested, however, against any wholesale charges, and said that suspicion, however active through so many convenient channels, was unjust and conducive to ends which did not agree with the higher interests of the people. . . . We believe, in spite of all the headstrong clamor, and in spite of what appears to many as warranting serious grounds of opinion, that Mayor Gaynor is right in his point of view."

Whatever blight these circumstances may be casting upon any hopes of future political preference that Mayor Gaynor may be nourishing, they are at least adding to the reputation of District Attorney Whitman. The press of New York unite in praise of his energy, zeal, and ability as displayed in the Rosenthal case and the problems connected with it. To the Brooklyn *Eagle* he "seems to be the right man in the right place, in a borough government that is in a wrong way." He "already has a good record. Whether he is to make a great one or not we shall know in a month or two." State leaders in both the Republican and the Progressive third party are said to look upon him favorably as a candidate for governor next fall.

Lieutenant Becker is in the Tombs, and Mr. Whitman seems to be confident that within a few days he will have secured evidence enough to convict him and to uncover a well-defined trail leading to a man higher up. That is where it must lead, says the New York *Press*—

"A petty policeman, whatever his own hardihood, lawlessness, or atrocity, could not protect crime and could not terrorize to his own purpose a whole class of reckless desperadoes unless backed boldly and abundantly higher up. . . . This trail will be followed whither from the first it has led with markings plain to all eyes that were not blind."

Who is "the man higher up"? High police officials hasten to explain how remote their duties are from the paths of the gamblers. With Commissioner Waldo they declare that they welcome the fullest inquiry. The Commissioner has little to say, but insists that his department should not be held responsible for the acts of individuals. Mayor Gaynor reiterates his confidence in his Commissioner — "that one

AT THE CITY HALL.

—"Tad" in the New York *Journal*.

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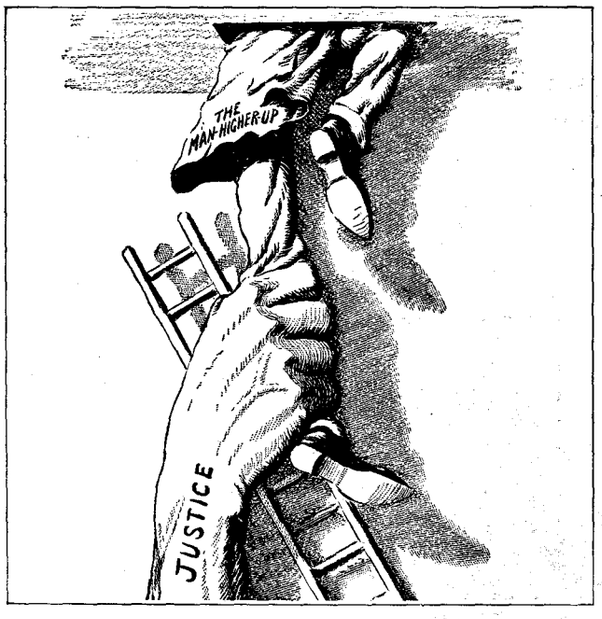

DON'T LET GO!
—Harding in the Brooklyn *Eagle*.

THE TIGER'S BRIDE.
—Macauley in the New York *World*.

OPPOSING GRIPS IN NEW YORK.

under him has deceived him is nothing to condemn him for." Yet, insists *The Evening Mail*, tho Mr. Waldo was "deceived and betrayed," it is "up to him" to name the men who advised him to put Becker at the head of the squad that operated against gambling. The trail upward will run close by Tammany Hall, aver several papers both inside and outside of New York, and various Tammany politicians receive guarded and nameless mention.

New Yorkers are learning much of the "System" as the gamblers who were arrested in connection with the Rosenthal murder tell Mr. Whitman more details of their dealings with the police. In connection with these revelations the newspapers are reprinting ex-Commissioner Bingham's story of how easily he could have made $600,000 in bribe money during his first year in office, and his remarks about policemen who maintain $5,000 homes on $1,200 salaries. They also recall Mr. Jerome's statement that "there is not a place in the city of New York where street-cars run that pickpockets are not working under district contract with Central Office men." Mr. Frank Moss, whose long service as Assistant District Attorney and experience as member of the Police Board and counsel to the Lexow and Mazet investigating committees enable him to speak with authority, explains the spirit of the "System" in the New York *Times*. He was talking with a veteran police officer:

"I said to him: 'Captain, Commissioners may come and Commissioners may go, but the Old Guard seems to hang on. You are always here. Will you tell me what kind of a Commissioner you men prefer?' He said: 'We like a nice honest gentleman who does not know that he is alive.' I said, 'Explain that.' He answered, 'He makes a good front to the public and prevents public suspicion, while the insiders do the business behind his back.' I said, 'But why do you men take this dirty money?' He said, 'Wouldn't we be fools if we didn't?' 'What do you mean by that?' I asked him. He said, 'Everybody in New York works his job, even the ministers.' I said, 'Do you believe that?' He answered, 'I know it.' 'But,' I said, 'this money is so dirty.' He answered, 'We fumigate it. It is clean after we get it.'

"The Police Department is under greater temptation than any other branch of the public service. The duties which a fireman performs appeals all the time to his finer instincts; but continual relations with sordid criminals breaks down the fine moral sense of many men, and they get notions about the low morality of the community, and finally conclude that they would be fools not to take that which is right under their noses."

There is a general inclination outside of New York to identify the "System" with Tammany. And in New York *The Journal of Commerce* admits that "the source of the evil is in corrupt local politics, and before it is absolutely cured the remedy will have to be applied there by the people of the city." The "System" will never be broken up, in the Brooklyn *Standard-Union's* opinion, until Tammany is "driven out of power."

Not all the New York papers, be it noted, rejoice in the probing that is now under way. They deplore the "defaming" of the city by the publication of the sensational news. Because a few policemen are criminals, says the New York *Herald*, the "entire city government should not be condemned as rotten. The disclosures should not be accepted as proof that the city is one nest of thieves and blackmailers. It is not." And *The Herald* quotes with satisfaction these comforting words from the Indianapolis *Star:* "Doubtless in so large a body of men there are some who are corrupt and untrustworthy, but the impression gained at this distance is that New York is, on the whole, a very well-policed city." Other New York dailies which are vigorously supporting the efforts of the District Attorney and regretfully accept the evidence of corruption which is daily being unearthed are stirred by the opening of "vials of journalistic contempt" in London, Paris, and Berlin. The Philadelphia *Record* speaks up for the sister city, calling the European comment on the New York police scandal "silly," and pointing in turn to French and German Army scandals and to recent exhibitions of the inefficiency of London and Paris police. Yet, sorrowfully confesses the New York *Evening Post*, "the police organizations in the European capitals may be at times stupid and inefficient, but they have never been accused of actual cooperation with outlaws and criminals." It continues:

"The mere fact that it should be found necessary to call in the services of a private detective agency in dealing with a crime that has stirred public opinion as nothing else has done for years, is a sufficient indication of what the public distrust in the Police Department's attitude toward this particular crime. It is beside the question to argue that a force of 10,000 men can not be made up of corruptionists and connivers at murder. No one has made the charge. But the presence of a hundred or half a hundred such men is enough to taint the entire department and to limit its capacities for usefulness. To this we must add the fact that, as in every system or organization having its code and traditions, the great majority of honest men are led away by a mistaken spirit of loyalty in tolerating and condoning criminal activity on the part of the vicious few."

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JAPAN UNDER MUTSUHITO

THE GREAT SILENT CROWDS that surrounded the imperial palace in Tokyo for ten days before the death of Emperor Mutsuhito on July 29 were people of a modern nation, where, sixty years before, at his birth, such an assemblage would have represented a country bound by ancient oriental customs and governed in feudalism. The press find that their greatest difficulty in this situation is to determine just how much of the amazing progress of the Japanese nation, particularly in the last two decades, was a matter of the Emperor's personality and in how far he was a nominal leader only. They are equally puzzled to make out the character of his son and successor, Yoshihito, of whom they can say little more than that he is thirty-three, likes horseback riding, is popular and likely to prove a "progressive." None of the papers inclines to believe that the death of Mutsuhito will menace world-peace or even greatly disturb the government of Japan. According to the dispatches, some evidences of the old order asserted themselves at the last. While expert physicians were treating in the most modern fashion a case of acute nephritis, issuing bulletins of temperatures and pulse-beats and feeding the patient even so modern a food as ice-cream, we yet could read, with something of a thrill at its picturesqueness:

MUTSUHITO,
The ruler under whom Japan became a modern world-power.

"A Shinto priest last night ascended Fuji, the loftiest mountain of Japan, and at dawn prayed from the summit. An aged woman, following the custom in the provinces, sequestered herself in the depths of the forest, communing with the spirits and begging salvation for the Emperor."

In the nature of the case, the press relates at equal length the Emperor's biography and the parallel history of his nation. He was only a year old when Commodore Perry, in 1853, opened the island Empire's eyes to the power of the Western world with gunpowder; Mutsuhito became at fifteen the one-hundred-twenty-first ruler in the world's oldest dynasty. The New York *World*, which credits him with taking "the leading rôle in changes as many and as great as it has cost Europe 500 years to accomplish," describes the conditions the Emperor helped to transform:

"When as a boy Prince Mutsuhito was hidden away in his father's palace Japanese soldiers still fought with bows and arrows and with lances from behind cumbrous padded armor, or swung their swords in open galleys like the Vikings. It was death for a subject not of the palace group to look upon the Mikado's face. It was death to leave the country; Ito and Inouye braved that fate when in 1863 they ran away to England to study war and shipping and modern ways. The temporal power of the Emperors had been usurped by the Shogunate, at whose court officials scuffed about in silken trousers, cut eighteen inches too long for their legs, so that they might seem to be always kneeling. Gilbert and Sullivan's 'Mikado,' staged in 1885, parodied what was even then the world's notion of Japan."

Two journals, the Pittsburg *Gazette-Times* and the New York *Commercial*, credit the United States with taking the initiative in breaking up Japan's stagnation. Whatever the beginning, however, no one seeks to discount the value of Mutsuhito's progressive spirit. Among the first traditions he shattered was that of living in secrecy. One story has it that an Haroun al Raschid adventure gave him the first impressions of the importance of studying Western civilization. As recounted in the Brooklyn *Eagle*, the Emperor, drest as a Japanese sailor, saw in a Tokyo street the first American he had ever encountered:

"Walking boldly up to him, the boy sovereign introduced himself as a young sailor, and finding the American could speak a little Japanese, he poured forth a flood of eager questions. The traveler from the United States patronizingly told the young sailor a wonderful tale of American civilization. The Emperor did not declare himself, but he remembered what he had heard, and it took shape with progressive ideas that were assembling in his own brain."

The press discovers no difficulty in listing the long record of successive achievements of the reign: the suppression of rebellions, the destruction of a caste system, the popularizing of the Government, the progress in education, science and art, the victories in wars against China and Russia. Yet plenty of uncertainty is apparent the moment the yardsticks are opened to measure the leader. As the Washington *Star* puts it:

"Comparatively little is known of the personality of the man who has ruled over the Empire during all these years of change and development. His portraits have been printed on occasions, but they have disclosed little or nothing of the personality. Indeed, it is now said that they are not accurate representations, inasmuch as they were taken long ago and do not show the Emperor as he has appeared during the important years of change and development. There is scarcely a monarch to-day who is not better known to the world."

It is noticeable that none of the comment is even cocksure about whether it was the Emperor or that group of "elder statesmen" about him that had the last say in matters of dispute. "There has been no measure whereby to estimate the personal greatness and ability of the man," says the New York *Commercial*, "for he has always remained, if not in seclusion, in an environment of impenetrable reserve."

The New York *Evening Sun* finds it no wonder that Mutsuhito was something of a poet, "being in his person the poem of Japanese life, even in the eyes of the frock-coated and silk-hatted members of the clubs of the capital, to whom the riddle of trade had come to be more important than the riddle of the universe." The Emperor in his workshop was a different personality from the one on the throne, this writer thinks:

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"He was able to dispel the mystery that hung about his office yet keep it, as it were, intact. He might have Dr. Eliot or Mr. Taft at luncheon as they passed through Tokyo and behave like any other polite host and not end the awe with which his people regarded him. The legend persisted. He existed in light ineffable. No one smiled when generals or admirals ascribed victories, won through the skilful use of recent inventions, to 'the virtues of the Emperor.'"

THE NEW MIKADO.

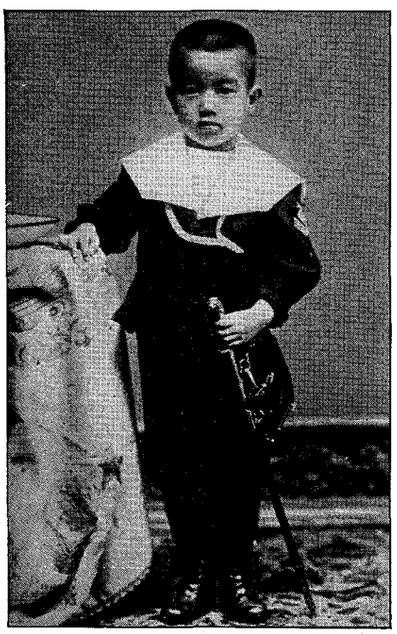
ENGLAND'S "TITANIC" REPORT

A SENTIMENT seems general among American editors that the court of inquiry of the British Board of Trade in its decision upon the *Titanic* disaster states in overmild terms the same ideas that the British press ridiculed in Senator Smith's report. The divergences between the two reports are judged to be chiefly on personalities—that the Lord Mersey document exonerates instead of censuring Captain Smith, J. Bruce Ismay, and Sir Cosmo Duff-Gordon. To place the blame on excessive speed, add that a proper watch was not kept, that arrangements for manning boats were insufficient, and that the liner *Californian* might have saved every one concerned if she had tried, impresses some of the most conservative of our papers as an excess of caution in language. The Boston *Transcript* speaks of the inquiry as a "compromise," and that "at first blush it reads rather like excusing." The New York *Evening Post* admits that the report is free from rhetoric, but adds that there are times when a bit of honest indignation is not altogether out of place. This journal thinks that the American inquiry established the same conclusions as the British and in less time; that the tone of the Mersey decision is "excessively judicial," and "rather an incongruous garment for the terrible array of facts it covers." The New York *Tribune* speaks of the suggestions of the British court as "mere echoes of Senator Smith's report and the comments which it inspired."

From these editorials of comparative moderation the intensity of feeling among press writers grades on into charges of "whitewashing." The New York *Times* summarizes the report as meaning that "nobody is to blame," and characterizes it as preposterous. It satirically observes:

"The most lucid conclusion reached is that if the *Titanic* had been an unsinkable boat she would not have sunk. She might have been made safer by a water-tight deck, but Lord Mersey is not sure. She might have floated if she had been divided into longitudinal instead of transverse water-tight compartments. The Board of Trade is advised to investigate these and other plans to make ships safer, and the board is rebuked for not revising the shipping rules of 1894. But the high speed kept up in the ice-field was due to nobody's negligence or ignorance, and the track followed was reasonably safe with proper vigilance."

The New York *World's* view is also that "in its studied moderation the Mersey report comes near to being a white-



THE CROWN PRINCE.
Prince Michinomiyu, aged 11.

PRINCE ATSUNOMIYA,
Aged 10.

PRINCE TELNOMIYA,
Aged 7.

THE RISING GENERATION OF JAPANESE ROYALTY.
The three sons of the new Emperor, Yoshihito.

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washing affair." The document, it is argued, states facts that were perfectly well known for months, but doesn't ask why. "Was no one responsible, neither the captain nor the managers of the company? Can all the blame be shifted to the British Board of Trade, whom Lord Mersey alone seems to consider deserving of blame because it has not revised the shipping rules since 1894?" The New York *American*, too, can see nothing so apparent as "whitewash" and a decision stupid, feeble, and evasive:

"The British Board of Trade, itself the prisoner at the bar as well as the judicial court of inquiry in the *Titanic* case, naturally whitewashes Ismay, whitewashes Captain Smith, whitewashes the responsible directors and builders, and, of course, complacently whitewashes itself."

We find an approving comment, however, in the New York morning *Sun*, which believes that

"On the whole Lord Mersey's report is a document marked by good sense and courage. It would be easy to point out one or two things of a personal nature that might be regarded as blemishes, but they do not affect the soundness of the findings. As a result of the American and British investigations there will surely be international legislation designed to make Atlantic travel as safe as it was assumed to be before the *Titanic* went down with most of her passenger list."

The cable dispatches give a brief summary of the findings of the British court. It recommends—

"That the Board of Trade should investigate the practicability of providing seagoing ships, in addition to their water-tight transverse bulkheads, with a double skin, carried above the water-line, or with a longitudinal vertical water-tight bulkhead on each side of the vessel, or with both.

"That the Board should also investigate regarding the question of providing a water-tight deck, or decks, stretching along the whole or part of the length of the ship at a convenient distance above the water-line, and should investigate whether the openings should be water-tight doors, or some other device.

"That the Board should report upon the increasing protection given by the subdivision of the vessel, with the object of keeping the ship afloat with the greatest proportion of her length in free communication with the sea.

"The Court recommends that the British Board of Trade be empowered to enforce its conclusions on the foregoing points, and to require that the designs of ships should be submitted to it during the early stages of their construction, and should have at the same time power to direct changes to be made.

"Another recommendation is that the lifeboat and raft accommodations on seagoing vessels be based on the number of persons carried, instead of on the tonnage of the ship, and that they be sufficient for all on board.

"The Court thinks changes may be necessary in the size and type of boats carried by ships and in the methods of stowing and launching them. Possibly it may be necessary to reserve one or more of the decks for the carrying of boats and the drilling of the crew. It is recommended that the lifeboats be provided with signaling apparatus, with a compass, and with provisions, and that the number each boat is intended to carry should be plainly marked. The Court also recommends a more searching inspection of the boats, and more frequent drilling of the crew, enough of whom should be trained to man the boats.

"Further recommendations are: Sight tests for ships' look-outs, a police system for control in cases of emergency, a continuous wireless service, regulations for moderating speed or altering the vessel's course in the ice region.

"The Court suggests that an international convention be called to agree on a common rule for the subdivision of ships, also as to life-saving apparatus, wireless regulations, speed in the ice regions, and the use of search-lights."

In conclusion Lord Mersey severely blames the British Board of Trade for its failure to revise the shipping rules of 1894.

United States Senator William Alden Smith, who headed the American investigation, describes the conclusions of the British court as "quite generally in accord with the findings of the Senate committee."

GRAFT IN DETROIT

CADILLAC'S EMOTIONS, if he had come back to find corruption rampant in the city he founded, are being imagined by more than one writer in the daily press. He did come back in pantomime, as Detroit's "Cadillaqua celebration" was on, and the man who impersonated the French explorer was Andrew H. Green, Jr., the wealthy business man who financed the exploration of city corruption and exposure of the grafters. In his own day Cadillac himself was accused of crooked financial deals, say the historians, and he had a hard time clearing himself, so it is not easy to say precisely what his feelings would be if he had appeared just in time to be confronted by a Burns detective.

The success of the Burns methods in uncovering the Detroit irregularities fails to rouse much surprize among newspaper observers, who are now getting used to such results, and they pass on to discuss other phases of the case—such as whether commission government would prevent such scandals and whether most other American cities are as bad as Detroit. In the local papers there is much discussion of the characters of the accused leaders and praise for Mayor William B. Thompson and Mr. Green. The Detroit *News* headed a subscription to reimburse Green for the $10,000 he spent in the investigation, but he declined to consider accepting it. "Who gets credit is unimportant," was his comment. "That the work is done is all-sufficient."

Around "Honest Tom" Glinnan, president of the council, professedly a champion of people's rights, and E. R. Schreiter, Jr., secretary of the common council committees and also secretary of the American League of Municipalities, the light of publicity shines most glaringly. Schreiter pleads innocence. Glinnan has confessed, and with him one other alderman. Three have made partial confessions. The Burns detective who trapt them by pretending to be an agent of the Wabash railroad seeking to have a street vacated, alleges that the price of four of the accused aldermen was $100 each, that he bought three others at $200 a head, one at $500, and that Schreiter was to get $500, but was frightened away. Glinnan was paid $1,000 in marked bills in the detective's office just before the arrest. He took them out, handed them back, sat down and made complete confession. The Detroit *News*, which had backed Glinnan as an anti-corporation champion, comments sorrowfully on the cold-bloodedness of political graft.

"There are men in the list of whom anything might be expected; their past is so spotted that they have no future; their consciences are so warped that they suffer from moral myopia. But Tom Glinnan had a future; he had ability; he had a grasp of public questions; he was able to distinguish between his duty to his ward and his wider duty to his city; he had a constructive mind; he had the faculty of impressing his fellow-citizens as a man of thought and sincerity. It is this same Tom Glinnan whom we find arranging for the payment of filthy bribes to his fellow-councillors. It is his voice that assures them that everything is all right. It is he who tells them how to vote and how not to vote. It is he who haggles over the price of bartered honor. It is he who boasts even in the chamber of detection that he has fooled the president of the Board of Commerce and the editor of *The News* into believing that he is on the square—laughing about it as a good joke, when the very forces he thought he had hoodwinked were closing in on him. It was Tom Glinnan who, knowing the value of a moral front, put up the immoral deal. Here was the capacity for honorable service turned to the scullion-work of bribe soliciting."

The Free Press sees an object-lesson in what a "review the names on the roll of dishonor" reveals:

"They are all names of men who have paraded themselves as 'friends of the people.'

"They are names that have been most flagrantly associated

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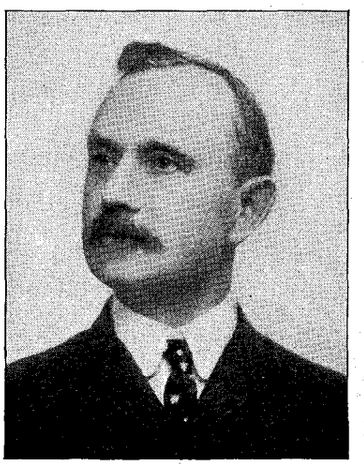
ANDREW H. GREEN,
The citizen who furnished money wherewith to discover the grafters.



MAYOR WILLIAM B. THOMPSON,
Who is taking a leading and active part in laying bare the corruption.

THOMAS B. GLINNAN,
The reform politician who confesses that he received a $1,000 bribe.

LEADING PERSONAGES IN THE DETROIT GRAFT INVESTIGATION.

with demagogic appeals to the poor against the wealthy, to the workingmen against the employers, to the 'masses' against the 'classes.'

"Detroit is cursed with its full share of these false public leaders.

"But they are not typical of our civic life.

"This city, linked tho it is now with the cities whose names are branded with shame, is not corrupt. It has allowed corruption to creep into its official life, but it is itself sound at heart and will not tolerate graft and bribery."

The measure of Detroit's sin in comparison with other cities is interesting some of the press writers as keenly as the story itself. The Pittsburg *Dispatch* thinks:

"Detroit is probably no worse and no better than any other city of its size where public opinion has not been aroused to vigilant interest in municipal affairs. The rapid growth of the city in recent years was favorable to such conditions, introducing new elements and disturbing old balances."

Burns himself offers some comfort in an interview which quotes him as saying similarly that Detroit is not so bad off as many other cities he knows of. The view of the Kansas City *Star* is that it is the ward system of government that is primarily to blame, and it thinks that commission government would have prevented both plunder and scandal. The Philadelphia *Record* mentions the same medicine, but in less enthusiastic terms:

"The only preventive measure is in the hands of the voters. If they will exercise a reasonable degree of independence in the use of their ballots, the bosses and machines will not dare to nominate crooks lest they should be defeated. The commission form of city government offers some substantial aids to the voters who wish good government, but it will not provide it unless they do their duty. The voters have got to be independent of the party names and be willing to defeat a man of suspicious character, even if his name be on the ballot they are in the habit of voting, or grafting will continue a common thing in public offices."

The St. Louis *Republic* thinks that Detroit's three Republican and two Democratic mayors since 1899, elected upon local issues, prove that party politics have had little to do with its elections. *The Republic* contemplates the Detroit situation "with something akin to despair" and warns us that—

"Any American city is likely to have the experience that Detroit is now having, and the country is never free from municipal scandal. In city government this country has come its nearest to absolute failure. There is but one tangible and definite movement on foot to better city government, and that is the movement toward government by commissions. It behooves every American to watch and study that movement and to make up his mind to try it unless some weakness in it appears soon."

MR. TAFT'S PLATFORM

THE EIGHTH COMMANDMENT is becoming an issue in a Presidential campaign. "Thou shalt not steal!" cry Colonel Roosevelt's partizans as they assemble at Chicago, calling upon honest Republicans to join them on the plea that the Taft nomination was stolen. The Republican campaign managers reply to these charges of theft by sending out an elaborate defense of their action in seating the Taft delegates whose seats were contested; and the President in his speech of acceptance takes up the thief issue by declaring that if the promises made by either of his chief opponents "mean anything, they lead directly toward the appropriation of what belongs to one man, to another," and by attacking Messrs. Roosevelt and Wilson as Socialists. The address which Mr. Taft read to the gentlemen of the notification committee, in the East Room of the White House last Thursday, is looked upon as his personal platform, and editors generally agree with the New York *Press* (Prog. Rep.) that it is an "appeal to the conservative voters of the United States, whether they have been in the past Republicans or Democrats." And it is for this very reason that the New York *Herald* (Ind.) and *Sun* (Ind.) praise it as warmly as does the regular Republican New York *Tribune*.

But from the papers opposing the President come shouts of derision. The New York *Evening Mail* (Prog.) prints a column of scathing editorial criticism of "the morass of apologies, negations, doubts, evasions, and special pleadings of Mr. Taft's speech of acceptance." The New York *World* (Dem.) finds "but a single sentence in this speech revealing the smallest appreciation on the part of its maker of the personal and political shortcomings which have wrecked his Administration, divided his party, and brought the thunders of the oncoming Democracy within hearing of the White House." And it concludes that "every paragraph of this utterance will give" a new reason for the popular disappointment in Mr. Taft which "has been growing rapidly in the last two years."

Much of the President's address is devoted to a review of the acts of his Administration. He takes issue with the Democrats on the tariff, believing that the only road to permanent prosperity lies through scientific revision by a tariff board, with the

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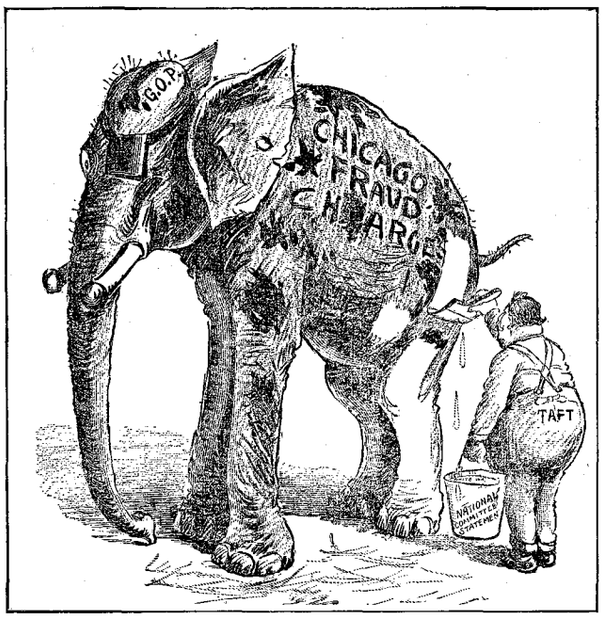
retention of the Republican principle of protection. He condemns the naval policy of the Democrats in the House of Representatives. While defending the Sherman Law, he nevertheless suggests the advisability of the denunciation of specific acts of unfair trade as misdemeanors, and the enactment of a Federal incorporation law.

The supreme issue before the nation is, however, in the President's view, the maintenance of the nation's institutions and the preservation of the Constitution. This duty, he declares, can be trusted neither to the Democratic party nor to "the former Republicans who have left their party." Mr. Taft denounces demagogery and attacks upon the judiciary; and he refers to the new parties which are being formed, with the "proposed purpose" of satisfying the present unrest "by promising a panacea." Without mentioning their names, he pays his respects to Mr. Roosevelt and Mr. Wilson in these words:

"I do not say that the two gentlemen who now lead, one the Democratic party and the other the former Republicans who have left their party, in their attacks upon existing conditions, and in their attempts to satisfy the popular unrest by promises of remedies, are consciously embracing Socialism. The truth is that they do not offer any definite legislation or policy by which the happy conditions they promise are to be brought about, but if their promises mean anything, they lead directly toward the appropriation of what belongs to one man, to another."



TO HAVE A WHITE ELEPHANT.
—Bowers in the Jersey City *Journal*.

In notifying Mr. Taft of his nomination Senator Root informed him that his title was "as clear and unimpeachable as the title of any candidate of any party since political conventions began." That Republicans may have an opportunity to arrive at the same conclusion, there has been issued a long statement, in which each contest and its settlement is fully explained from the standpoint of the National Committee. A briefer résumé, prepared by Mr. Hilles, formerly Secretary to the President, now Chairman of the National Committee, has been sent to the press. But, as the Brooklyn *Eagle* remarks, "it would be difficult to give even a summary of the summary." All sufficiently interested, however, may procure copies from the Republican headquarters in New York and Chicago. Mr. Hilles points out that there were 238 contests, which "were reduced by abandonment, formal or in substance, to 74." The very existence of these 164 "frivolous contests," he says, "reflects upon the genuineness and validity of the remainder." After taking up the cases of the 74, and proving, at least to the satisfaction of the regular Republican press, the justice of the committee's action on each contest, he remarks in a concluding paragraph that "in order to make Mr. Taft's title indisputable" it is not essential "that all men agree on every one of the issues raised." These, he says, were decided in accordance with "uniform party usage" and by men moved solely by their "desire to reach a right conclusion."

To at least one Roosevelt paper, the Indianapolis *Star*, this seems merely a "lame and belated apology for the theft of the nomination." The Chicago *Post* is perfectly willing to take its stand on "the absolutely irreducible minimum of thirty seats involved in the Arizona, California, Texas, and Washington contests." Other third-party papers dispute certain of Mr. Hilles' facts and all of his inferences. The Grand Rapids *Press* is but one of many to insist that after all "the average man is content to know that wherever the people had a chance to express themselves they indorsed Roosevelt and repudiated Taft; yet Mr. Taft by control of Southern delegates and by other discredited machine tactics secured the nomination."

Colonel Roosevelt replies by mentioning his *Outlook* articles on the convention, asserting that this defense "does not controvert and can not controvert one single statement I made." In addition to the delegates whose seats, he insists, were "stolen," he adds that the Taft vote was made up mostly by "rotten borough delegates" from the South and "hand-picked delegates" from boss-ridden States at the North. He concludes that "the fraudulent nomination of Mr. Taft can be defended only upon grounds which would also justify Mr. Lorimer's election to and his retention in the Senate."

Yet we find that Taft papers like the Boston *Transcript*, Chicago *Inter-Ocean*, and St. Louis *Globe-Democrat* are not the only ones to be fully convinced by the statement of Mr. Hilles. The Detroit *Free Press* (Ind.), New York *World* (Dem.), *Commercial* (Ind.), and *Evening Post* (Ind.), and Brooklyn *Eagle* (Ind. Dem.), for instance, agree with the Springfield *Republican* (Ind.) that "Mr. Taft's nomination this year is as regular and honest as was the nomination Mr. Roosevelt himself gave to him in 1908, and anybody not crazed by the T. R. obsession must know it."

TOPICS IN BRIEF

STARTLING headline in morning newspaper—"Ohio man declines office."—*Boston Transcript.*

THE best news France has heard lately is the decrease in the German birth rate.—*Buffalo Enquirer.*

THE electors may as well understand that if they vote for Taft they are no longer a college, but an Ananias club.—*Washington Star.*

GAMBLERS in New York say they can't make an honest living owing to the prevalence of the graft habit among policemen.—*Pittsburg Post.*

THE new era of Taisel, "Great Righteousness," has begun in Japan. New York needs an era of that kind in its Police Department.—*New York World.*

FIERCE contest for the Presidency may perhaps be partly accounted for by the fact that the Treasury just now contains nearly $100,000,000.—*Madison Wisconsin State Journal.*

HAZING in the Electoral College should be strictly barred.—*Wall Street Journal.*

THEY are calling Indiana "the Mother of Vice-Presidents," and she has to grin and bear it.—*Atlanta Constitution.*

BAND-WAGON management finds a vast amount of confusion, arising from a constant and emphatic demand for transfers.—*Washington Star.*

PRESIDENT TAFT hardly gets fairly settled down to golf and the other duties of his high office when something else happens.—*Ohio State Journal.*

MEMBERS of the Allen gang, after reading of the Rosenthal homicide, may be tempted to regret that they did not select New York as a place of business.—*Washington Star.*

DETROIT is extracting what cheer she can from the contemplation that other councils might have been just as bad if they had ever had such a mean trick played on them.—*Cleveland Plain Dealer.*

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FOREIGN COMMENT

MORE REMARKS ON OUR ATHLETIC SUPREMACY

NO GRUDGING TONE marks the comment of Europe on America's brilliant triumph at Stockholm. The United States now concededly leads the world in athletics, and the concern of other countries is only to learn our secret and win the laurels back on some more auspicious day. The best Europe can do is to point out that many of our winners are of European extraction, much as the British boasted after the Revolution that the Colonists were of English blood or they never could have made the red-coats run. So Mr. Thomas, ex-president of the Oxford Athletic Club, whom we quoted last week, says in a later article in the London *Daily Mail:*

"One can understand American supremacy. The winners are mostly Englishmen, Scotsmen, and above all Irishmen, at one remove from the Old Country. One conspicuous victor was an ex-Swede. A vast population recruited by the best 'red blood,' as the Americans boast, from virile Europe, a population specialistically devoted to the narrowest form of athletics, and possest almost of a mania for competition, is likely to produce a fine team. It did produce an incomparable team. Inclusion of Indians, Hawaiians, and one Anglo-Russian further added to the total marks.

"The Swedes are a better standard of comparison. Their athletes delighted the eye. They were none of them specialists. They were all gymnasts in the wide sense as well as athletes in the wide sense. The nation has used the Olympic Games as a test of the physical training in which the whole nation is brought up. By a quiet, methodical, really national movement they have vastly increased the national virility. The people at large can drill, row, swim, run, throw, play.

"The question for England is whether we can not direct our national talent for athletics so that our teams may at least have some *esprit de corps*—in which the defeated Olympic team was grievously deficient—and so that athletic skill with a chance of representing the nation may become a really healthy ambition among rich and poor, in town and village.

"Such an ideal, realized already in Sweden, in Denmark, and in Finland, is being discust in France and Germany."

The Pall Mall Gazette contrasts the American thoroughness in training to the unpreparedness and unfitness of the English contestants, of whom we read:

"Most of them started to train a week or so before the event; there was practically no one to advise them, and they ran just as they liked. There was in every case a complete lack of intelligence about their methods.

"The Americans do things very differently. They have plenty of coaches all the year round, and whenever a promising man is found he is immediately taken in hand. A man can run himself black in the face in England without any one taking the slightest interest, or even troubling to determine whether he is promising or not."

The comment of the German papers runs in much the same tone, altho German opinion expresses surprize at the English failure. Thus the sporting editor of the *Vossische Zeitung* (Berlin), Dr. Donalies, remarks:

"Supremacy in athletics has long been divided between England and America, but it is a matter of genuine surprize and wonder that the scepter should have passed irretrievably into American hands. Not having been present at Stockholm, I must be cautious in expressing my judgment, but from all I can gather from newspaper reports I am bound to consider that America's triumph was inevitable."

He goes on to say why America's triumph was inevitable, and traces it to America's enthusiasm and almost religious training. As he sees it:

"America's triumph at Stockholm is not the triumph of spasmodic training or of organization, as that term is commonly understood, but the natural fruit of the long and systematic inculcation of the athletic spirit in American youth. And by the athletic spirit America means not only the rational, uniform development of the body to the highest state of perfection from boyhood up, but the development of all those qualities of mind which are indispensable to preeminence in sports."

As a matter of fact, according to this specialist, England is behind the times, and does not use either brain or muscle in preparing for an athletic contest:

"Americans race with their heads as well as with their legs, and their Olympic victories are won on the playgrounds of their school days. This is the only reason that we can give for the monotonous reappearance of the Stars and Stripes at the Stadium mast-head of Stockholm.

"Where England signally failed was in not recognizing that the standards of athletics to-day are set by world's records. English athletes must learn to see that it no longer suffices to train up to old-time standards, lofty as they were. This means that the British system and ideals must be reconstructed from the ground up."—*Translation made for* THE LITERARY DIGEST.

TO SEND JAPANESE TO BRAZIL

A CORPORATION has been organized in Tokyo to send agricultural laborers to Brazil. This has been foreshadowed for some time. Mr. Heki, the Japanese Minister to Brazil, has always been an ardent advocate of Japanese emigration to that Republic, assuring his countrymen that there is no race prejudice there against the Japanese, and that both the Government and the public are well disposed to welcome Japanese laborers. This information, the *Niroku* (Tokyo) believes, has proved a great stimulus to Japanese emigration to South America, especially as the plan of sending emigrants to Korea and Manchuria has been more or less of a disappointment, owing to the limited area and resources of those countries. Korea and Manchuria were to take the emigrants barred from the United States by the agreement between the two governments, but they have not done so.

"It is, therefore, but natural that our countrymen should turn their attention to those fertile South American countries, where there is a large demand for agricultural laborers. It is with a sense of satisfaction and relief that we hear of the plan now on foot to send 3,000 farmers to Brazil and another 3,000 laborers to the mines in French New Caledonia. It is much to be hoped that such private enterprises will not meet with hindrance and opposition from official sources."

The *Jiji*, an influential financial journal in Tokyo, also views with satisfaction the new tendency which Japanese emigration is beginning to assume. With special reference to the project of the aboye-mentioned emigration company, however, it has this warning to offer:

"In the past Japanese emigration to South America has mostly ended in failure. This is not because the conditions there are unfavorable to the Japanese. The main cause of the past failure may be found in the moral and physical degeneration which our emigrants seem to have suffered after they reached their destinations. Lack of comfort on the plantations and the strange atmosphere into which they are thrown make them homesick, forcing them to seek consolation in excessive indulgence in liquors. The inevitable result is their physical ruin, which is soon followed by moral degeneration. The remedy is obvious. The emigration companies undertaking to send laborers to South America should first of all see to it that the emigrants are given comfortable quarters and are accorded ample means for wholesome relaxation. Where emigrants are to be sent in large numbers it is desirable that a preacher or moral teacher should accompany them. Once such provisions are made, there is no reason why our emigrants should not succeed in South America as well as in other lands."—*Translation made for* THE LITERARY DIGEST.

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BRITISH VIEWS OF THE PANAMA TOLLS

CONTINUED OPPOSITION appears in the British papers against the proposal to favor, directly or indirectly, the American coasting vessels using the Panama Canal. It is claimed that to refund to American ships the tolls that they, in common with foreign vessels, are expected to pay, would be a direct violation of the spirit of the Hay-Pauncefote Treaty, and they quote as a most enlightened view of the situation the words of Senator Burton, who stated that:

"The present time is one when the United States should be especially scrupulous with reference to treaty obligations into which she has entered. A general survey of American dealings with other countries demonstrates that the United States has demanded access to the waterways of other countries on terms of equality. There has been an understanding that, when opened to navigation, the Isthmian Canal should be free to all nationalities on equal terms."

This remark of Senator Burton did not meet with much favor, and the Senate decided to make the Panama Canal Bill "unfinished business," thus practically refusing, as the London papers take it, to consider the protest of the British Government against the proposal to exempt American ships from the toll exacted from foreign ships. On this subject *The Daily News* remarks:

"Apparently the United States Senate means to pass the Panama Tolls Bill without heed to the British Government's protest. Perhaps the Senators think that in its present form the bill makes no discrimination, and it is certainly obscure enough to stand very diverse interpretations. That, however, is not a very satisfactory attitude, for if the Senators do not wish to discriminate, surely they ought to make their intention as clear in the bill as possible. More probably they think that the American Congress has the right to discriminate under the Hay-Pauncefote Treaty; that is not the British view, and we have a conflict of opinion as to the meaning of an international agreement. There is, of course, only one permissible way to dispose of this conflict—arbitration. Neither America nor Great Britain wishes to violate an engagement, and both countries are anxious to carry out the engagement in spirit and letter. Where there is a difference of opinion as to the true character of the engagement, the obvious solution is to submit the issue for determination to an impartial judge. That course should be taken if the Panama Bill as it leaves Congress turns out to conflict with the British view of the bearing of the Hay-Pauncefote Treaty."

The Pall Mall Gazette looks upon the attitude taken by the Senate as merely one feature of Presidential election politics, observing:

"Altho the American Senate has agreed to hold over the Panama Canal Bill as 'unfinished business,' it is tolerably apparent from the message of President Taft and other indications that an effort is to be made to wrest the provisions of the Hay-Pauncefote Treaty in such a way as to make it possible to give preference to American coastwise shipping using the waterway. The British people will do well not to lose sight of the fact that a Presidential election is impending. 'Twisting the Lion's tail' for home consumption is a well-known electoral device in the United States, and it may very well be that Mr. Taft, forced into his last ditch, is about to resort to this well-known expedient. Our understanding of the exigencies of Presidential politics and real good-will toward the American people renders this process less dangerous to good relations than might be supposed. The interests of Canada, however, have to be considered, and the temper of the Canadian people reckoned with. It is pointed out that a method of retaliation lies open to the Dominion Government, which might meet unfair discrimination against its trade through the canal by rescinding the privileges now accorded to the trade of the United States in the internal waterways of Canada. That would be a serious matter for American trade, and a realization that such a course might be adopted will, perhaps, lead to a *modus vivendi* being found. We recognize the paramount claim of the United States to derive advantage from the mighty work achieved by American capital and skill; and we most strongly deprecate any hasty or provocative criticism. But our Government are, in some sort, trustees, not only for the Empire, but for the world in this matter, and no one can complain of any action they may take for the purpose of upholding treaty right."

The London *Times* thinks that the idea of remitting tolls in favor of American shipping is "indistinguishable in practise from the creation of a general system of discrimination against all foreign shipping in the use of the canal." This great London organ finds that "many influential statesmen and publicists in the United States are in substantial agreement with our main contention." Like the paper quoted above, this newspaper thinks that the stormy waves of the Presidential election excitement may after all wreck what it considers to be the sober-minded and judicial project of American opinion. But—

"Even if proposals are adopted which we are unable to accept as fair and in accordance with the Hay-Pauncefote Treaty, we can not suppose that American opinion will object to putting the whole subject to arbitration. We desire nothing that is not reasonable and just. Neither, we are confident, do the Americans. If we can not agree what that is, the plain course for us to adopt is to leave it to the decision of an international tribunal."

WHAT GERMANY WANTS

GERMANY'S UNREST and discontent have been a good deal of a puzzle to her French and English neighbors, who fear war may come of it almost any time. They see no real reason for Germany's feverish naval expansion, unless some wild dream of world-conquest is upon her. For the benefit of these wondering neighbors the learned historian, Professor Delbrueck, editor of the *Preussische Jahrbuecher*, has set out to explain Germany's motives. In an interesting article in this able review he tells us that Germany is beginning to feel her strength, and is longing for an expansion of her power in foreign lands. He says that the general uneasiness in Germany springs from the fact that the people are not willing to look idly on while a country like England controls about one-fourth of the human race, and while the subjects of Russia amount to one hundred and sixty-five millions of souls. Even France, which Germany has conquered, has two vast empires in Africa and Asia, while Germany, one of the greatest nations on the earth, has nothing comparable to such a dominion. Therefore,

"It is time to put an end to this condition of things. We must, really, make a better show in the foreign world. Whenever another Power increases its foreign dominion, we must immediately strike for some equitable compensation on parallel lines. We must not be afraid of having recourse to war for this purpose, if need be. We must not rest, but continue to arm ourselves as far as necessary. In regard to England, I do not think that matters will go to such an extreme as that, and I believe that a peaceable understanding will be arrived at eventually."

This writer goes on to say that Angola, in Africa, at present the possession of Portugal, may be ceded to Germany, and he thinks that Germany has a perfect right to increase its colonial possessions so as to equal those of other Powers. He remarks emphatically:

"I repeat it, we must win and possess a colonial empire. We must obtain, as England has done, a field for the careers of our young people. England has in India 80,000 offices for her colonial functionaries, while our youths have no opportunity for establishing themselves even in their mother country. Of course, we do not require fields of expansion for our working people, because, as a matter of fact, we have not at present enough working people in Germany, and we have actually to obtain our cultivators of the soil from abroad. While our people emigrate, but in small numbers, the immigrants to Germany are much more numerous."

Professor Delbrueck believes that in many respects Germany has great advantages over other colonial Powers, and he holds

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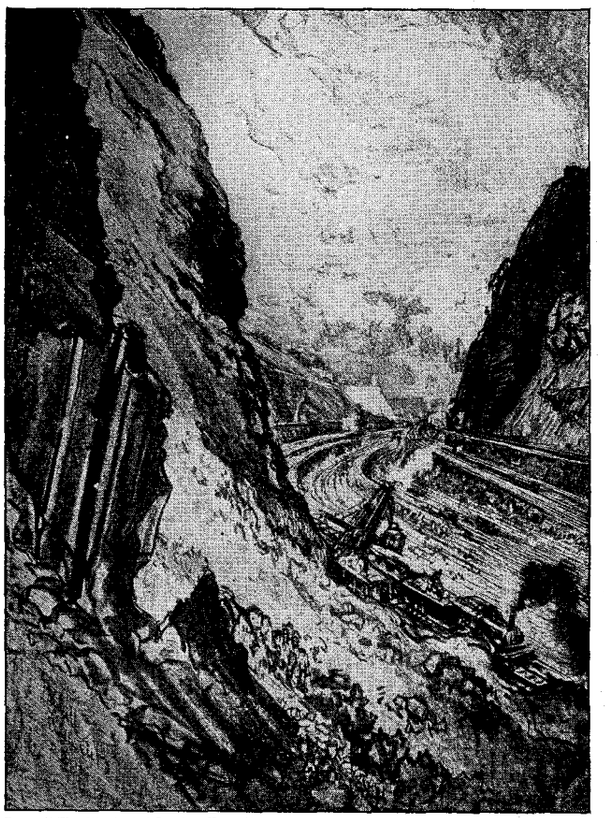
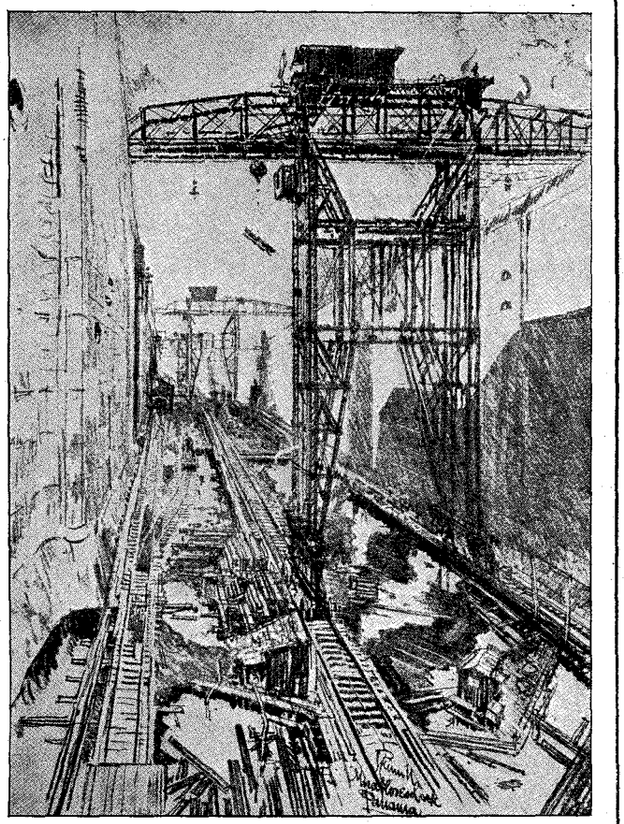


From "The Illustrated London News."

IN THE CULEBRA CUT.



THE MIRAFLORES LOCK.

DRAWINGS OF THE GREAT WORK AT PANAMA, BY JOSEPH PENNELL.

that the plan of a colonial empire for Germany is not only inspired by economic motives, but is essential to the maintenance of national prestige.

EUROPE'S POOR OPINION OF THE NEW YORK POLICE

THE ASSASSINATION of Herman Rosenthal, the gambler, has given the German and English press an occasion for some variegated description of our police and our morals in general, and a brief quotation will show what is being said of us just now "behind our back" in London and Berlin. Thus the London *Daily Mail* believes that "of the fourteen police magistrates on the bench in New York, at least ten of them are corrupt and directly responsible for much of the corruption of the police." Tammany protection, it is convinced, is ample to shield any criminal, not only from conviction, but even from arrest. It goes on:

"It is in that sort of school that a New York policeman picks up his ideas of justice. He finds all around him an organized community of criminals and law-breakers, living under the protection of his official superiors and their political and legal allies. He finds a captain, for instance, in standing receipt of some $1,000 a month over and above his salary. He finds the district inspector regularly making four or five times that amount. He finds the politicians, lawyers, magistrates, and higher officers of the force all working together to blackmail saloons, pool-rooms, disorderly houses, policy shops, and gambling dens. He finds an interlocked system that makes vice profitable and virtue an impassable barrier to promotion. Nine times out of ten he takes the easier paths."

The same authority tells us that when a man wishes to start a gambling den in New York, he first of all consults the political leader of the district. In all probability, we are informed, this district leader was originally a tramp. After turning pickpocket and burglar, he would open a saloon, perhaps develop into a hotel proprietor, and grow up into a full-fledged Tammany statesman. He is usually supposed to claim as his right 25 per cent. of the profits of the dens and resorts which he protects. As this article runs:

"The same system holds good in every single form of vice and crime. An Armenian Hunchakist, a Neapolitan Camorrist, a Sicilian Mafia, and the Chinese tongs—they all share the privileges of the American system to this extent, that equally with the home-bred gangs and purely native associations of criminals they are permitted to enjoy immunity if they can pay for it. Every New Yorker is aware of what is going on, and nobody knows how a system which is so strongly entrenched and intertwined with so many powerful interests can be overthrown."

The Berlin press are equally violent in their vituperation of the corruption of American police and politics as they prevail in the great cities of the Union. Thus the Berlin *Morgenpost* remarks:

"It is as impossible to cure the American police of the disease from which they are suffering as to sweep away the ocean with a broom. Many futile attempts have been made to purify American politics, but they have been hopeless. The evil is in the very blood of the nation. It manifests itself in the same ways as breathing, eating, and sleeping do in the normal life. If the American Union had not had gigantic natural resources of treasures which are ever renewing its power at command, it would long ago have been destroyed by moral blood-poisoning. To-day it is a question among thoughtful Americans as to how long the sap of the nation will be able to withstand the ever-increasing poison of political corruption. The police in many American cities are not only corrupt, but they are absolutely criminal in the worst sense.

"The worst criminals of all are the New York police, who love to call themselves the 'finest.'"

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AS PARIS SEES THE AMERICAN WOMAN

NEVER BEFORE have so many American women invaded Paris as this summer, says the Paris *Gaulois*, which is on the spot and seems to have been making a study of this interesting subject. It finds that most of the American women have left their husbands at home and infers that the men can not bear to be out of the country during the excitement of the Presidential combat. The women love Europe because it is aristocratic and military, the men love America because it is rich and democratic. The feminine mind adores medieval surroundings, this writer believes, and he quotes Ruskin's remark: "It would be impossible for me to live in a country where there are no ancient castles." He proceeds:

"American women are quite of this opinion. Now when you talk of castles you imply nobility, and when you talk of nobility, of course you imply military prestige. All of these things, of course, are wanting in the United States. The military decoration there is of less value than the purse; the adventurer is always the enemy of the fighter. In that vast country, dotted with rich mines, the victories which count are financial. One can judge a little of the trifling importance which American men attach to the noble profession of arms by this typical remark of a Western farmer, after the Spanish war: 'I had to employ three workmen on my farm; one of them had served in Cuba as a private, the second was a retired captain, of no use whatever.' Speaking of the third, the Westerner said: 'I don't like to speak against a man who had fought in the war as a colonel, but if anybody had sent me a general of the American Army I should have said, "Go to the —!"'"

According to this writer, the American man rules in the business world, but his wife rules everywhere else. To quote:

"American society is absolutely divided into two distinct portions. On one side stand the men, eager democrats, genial merchants, who spend their time in making money. On the other side are the women, not democratic, but petted children of aristocracy, who amuse themselves in spending the fortunes of the men. In his office the American is typically a master,—the name even of kings is given to the presidents of trusts. . . . But the men who bear imperious sway in the large business enterprises surrender the reins of government in their own homes. They confide altogether to their wives the whole domain domestic, everything that relates to the family, everything that is sentimental, social, even all which relates to the instruction of the children, or even the composition of a bill of fare."

Of the relation between wife and husband in America this confident writer proceeds:

"The American woman is fully assured of the fact that her husband adores her. By his actions he proves it and need not tell her so in words. Transferred from America to Europe, she puts no confidence in the men she meets. She does not believe them to be sincere, but she knows how to talk to them. Educated as she has been to live her own life, she always feels quite sure of herself. As she has been transplanted from a society of absolutely independent individualists into the midst of traditional trifling, she may perhaps indulge in flirtations for the sake of superficial distraction. But the American woman will never throw herself away. This would be to forget herself entirely, and of this she is incapable."—*Translation made for* THE LITERARY DIGEST.

AN IRISH SUFFRAGETTE.

Arrested for shouting "I represent Tipperary!" during Mr. Lloyd George's speech at Kennington Theater, in London, on July 13.

FRANCE CHIDES A SUFFRAGETTE

THE VIOLENCE of the English women who are striving to obtain the electoral rights of men attracts the attention of a writer in the Paris *Liberté*, who utters a playful protest to the infuriated advocate of woman's rights who wrenched off the coat-tails of the British Prime Minister. He had enraged the woman's rights party by promising them to consider a bill for female suffrage and then switching off all his legislative agencies in the direction of Home Rule and insurance of employees. Addressing himself to the lady who lacerated the Prime Minister's raiment, this writer says:

"You appear, Miss, to possess a lively and passionate temper; I do not blame you for that. As you spend this vivacity and passion in the service of a cause so dear to you, I am bound to give you praise. That cause is woman's suffrage. You claim that you should have the right of coming forward at certain appointed times and putting into certain receptacles, called ballot-boxes, a few pieces of paper. If I were in your place I should love much better that some one gave me a gown, a hat, lace, or furs—according to the season. But, of course, this is merely a matter of taste, and the wisdom of nations declares that with regard to taste and color there can be no dispute."

The writer argues that while women complain of the brutality of men in denying them what they claim as their rights, the men can complain too. He writes:

"Will you allow me to acknowledge that there is one point on which I absolutely fail to understand your attitude? You complain of the brutality which men manifest toward you. Now ought you not to recognize the principle of democratic equality? . . . Women have become cruel, men are bound to follow their example. You, dear Miss, have torn to pieces the clothes of Mr. Asquith, and you now express indignation because some policeman, as it appears, has broken the crystal of your watch —has torn your gown, or hustled you down-stairs. Was it done brutally? That, of course, is cruelty. All right, we are really making toward perfect feminism. Thanks to you, dear Miss, and to your associates, instead of the two sexes becoming more and more estranged, they are drawing nearer and nearer—in a permanent and furious conflict."—*Translation made for* THE LITERARY DIGEST.

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THE WHY AND WHEREFORE OF DINNER

IS THERE ANY REASON for our methods of eating? Instead of having a stereotyped dinner, with courses of the kind and in the order sanctified by custom, is it not just as well to sit on a log and eat sandwiches? Picnickers think it is—once in a while, at least, but Dr. R. S. Levenson, writing in *The California Medical and Surgical Review*, tells us that they are wrong. There is good reason why we should not top off with soup, or start in with ice-cream. Possibly in far-distant climes, China, for instance, where there are different customs of eating, there may be as good reasons of a different sort; but, at any rate in our own land, Dr. Levenson is sure that discoveries in the physiology of digestion, made during the past dozen years, have shown that there is scientific basis for our habits in the taking of food. Our unconscious routine of courses at dinner "takes thorough cognizance," the doctor believes, "of the physiological principles upon which digestion is founded." He says (as quoted in an abstract made for *The Scientific American Supplement*, New York):

"In more elaborate affairs than the ordinary dinner there is seen to be on analysis a purposiveness in our practises that may on casual observation seem to be entirely without physiological significance. Take, for instance, the elaborate gowns worn by the women and the evening suits by the men, the floral decorations, and the music.

"There is no doubt that each of these serves the function of composing a generally favorable stage-setting, as it were, for digestion. It has been abundantly shown in recent years that a person's mood is of the greatest significance in the performance of the digestive functions. If one is in a happy frame of mind, free from cares and worries of his professional or commercial surroundings, digestion proceeds as it normally should; on the other hand, worry, anger, and anxiety are potent factors in destroying the normal progress of the digestive functions. There can be but little doubt that such practises as we have mentioned tend to dispel any of these unfavorable moods that may be the relics of the care-laden day, and produce a frame of mind conducive to the normal progress of digestion.

"Coming now to a consideration of the composition of the meal itself, think how frequently the first course consists of some article of food which appeals forcibly to our sense of smell, as caviar, sardellen, anchovies, or smoked salmon. This practise is of course in accord with the principles of digestion first thoroughly investigated by Pavlow, who showed in his wonderful series of experiments that the most potent factors in the production of a favorable flow of gastric juice are stimuli which appeal to the various special senses, chiefly smell and taste. Moreover, the taste of these articles as well as others commonly employed as one of the introductory courses of a meal, such as oyster, lobster, clam, or crab cocktail, salads, and the various relishes, is such as to appeal forcibly to the sense of taste and thus produce an abundant flow of 'psychical' gastric juice. . . . . .

"The second course in the usual dinner menu is soup, and here we again find substantial physiological reasons for its being placed where it is. Here also we are indebted to Pavlow for the discovery of the fact that the only other stimulus to the flow of gastric juice, besides the various appeals to the special senses, is a chemical one, and the most potent factors inducing this flow of chemical gastric juice are the meat extractives, which of course are the principal components of broths and soups. We thus see that there is a definite physiological reason for the introduction of broths and soups into the early stages of the meal.

"The *entrée* which usually follows the soup apparently serves the rather negative purpose of merely consuming time for the acid gastric juice to be secreted in sufficient quantities to be in readiness for reception of the next, and, from the gastric standpoint, the most important course of the meal, the meat course; so far as gastric digestion is concerned, proteids, as represented by meat, are the most important articles of the meal, and it is the digestion of these for which we may consider the previous gastric activity to have been in preparation.

"Dessert is usually composed of entirely different foodstuffs than are the earlier courses. Carbohydrate preparations of frozen foods composed chiefly of milk or cream, water, fruit flavors, and sugar, compose the desserts usually found on the modern menu. Here again physiological research gives us an excellent reason for the placing of these articles at the end of the meal. Until within recent years the general medical as well as lay view of the stomach was a large hollow organ which by a vigorous churning movement mixt together all of the foodstuffs introduced into it, and, when this was sufficiently churned and mixt, expelled it into the duodenum. To-day we know that this is quite incorrect. Instead of there being a general admixture of all the matter taken into the stomach there is a layer-like arrangement in which the material first introduced takes a peripheral position next to the gastric mucosa, that subsequently introduced taking a more and more central position. Only the material which lies next to the gastric mucous membrane is acted upon by the gastric juice; when the latter agent has sufficiently acidified and peptonized this, the slow wavy peristalsis of the fundus moves this peripheral portion into the pyloric antrum and thus the next layer comes into contact with the mucosa.

"According to this progress, the food last taken into the stomach is thus placed most centrally and is in this way protected from the action of the acid gastric juice for as long as several hours. It is this fact which gives us the reason for the carbohydrate foodstuffs being placed at the end of the meal. It is well known that the gastric secretions contain no ferments which act upon starch. Such a ferment, however, is contained in considerable quantities in the saliva, the so-called amylopsin. In the process of mastication and insalivation of the food the amylopsin comes into intimate contact with the food particles and, given favorable surroundings, is able to effect a considerable degree of starch digestion for quite some time after the food leaves the mouth. This favorable surrounding the carbohydrate dessert finds in the central position that it takes in the stomach contents, where it is well protected from the action of the acid gastric juice which would immediately destroy the activity of amylopsin, which is able to act only in an alkaline medium.

"We thus see that there is sound physiological reason for the arrangement of the meal as it is ordinarily composed in civilized countries, and that almost each course and each article serves some function in harmony with the laws of digestion."

THE VIRTUES OF CHOCOLATE—"Sweetmeat, food and stimulant in one"—such is chocolate, according to the verdict of a writer in *The Lancet* (London) who defends this substance against what he calls some silly things that have recently been said about it. Certain writers have attempted with an air of authority to discount its value as an article of food. But practical experience long ago decided that chocolate is a good sustaining food, and this finding the writer thinks not at all surprizing, considering the food substances which well-made chocolate contains. He says:

"There are present in it all needful classes of alimentary materials—fat, carbohydrates, proteins, and mineral salts, including a notable proportion of potassium phosphate. In addition, chocolate is mildly stimulating and exhilarating to the nervous system when 'run down' through fatigue or worry. The alakloid, theobromine, is probably responsible for this, but its action is less marked than that of the corresponding alkaloid in tea, caffeine. Chocolate has been employed for its staying powers and its nutritive properties with considerable success in army maneuvers, and in similar operations which make a vigorous demand upon the nervous, muscular, and mental energies, and on that account is invariably included among the provisions of expeditions. A chocolate ration used in the Austrian Army was stated to equal five times its weight of beef. It has been calculated that a pint of milk and 4 ounces of chocolate yield about 800 calories, comprizing a fair meal for the invalid. This establishes the nutritive and energy value of milk chocolate.

"Such are the real facts (which, of course, are well known to our readers) about chocolate, but it is useful to recall them, in view of the misstatements referred to. Chocolate can only do harm, in common with all good foods, when eaten to excess.

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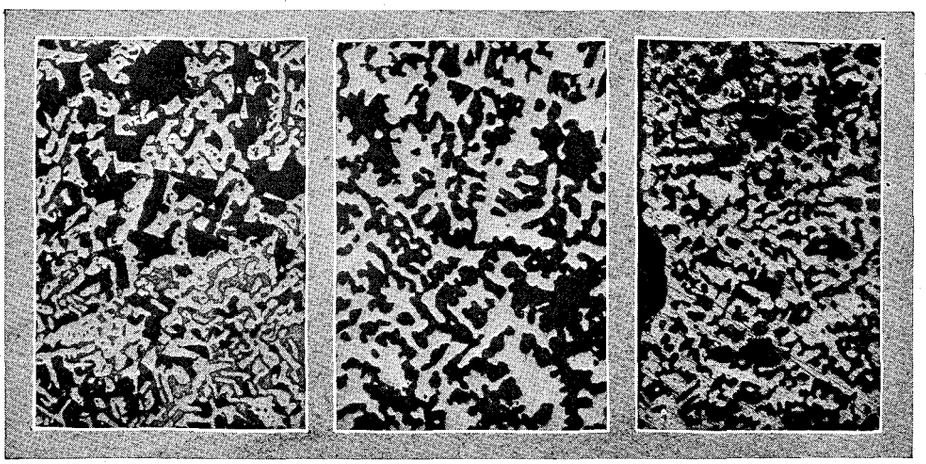
AFRAID OF HIS OWN TAIL

KITTENS who chase their tails and, having caught them, bite or scratch at them, are apparently unaware of the fact that what appears as an alien phenomenon is really part of the feline ego. In like manner it appears that aviators may regard portions of their own machines as alien entities and may be terrified thereby, as is shown by the following story, clipt from *Aero and Hydro* (Chicago, July 27).



SOME OF THE "METAL SPONGES," ENLARGED 50 TIMES.

This spongy form of metal, devised by a Danish inventor, is already of great use in making storage batteries, and will probably find employment in scores of ways.

In passing, it may be remarked that when a new sport comes to have a library of wit and humor of its own, it may be said to have "arrived." We read in the paper just named:

"Marcel Tournier, at the Cicero flying field of The Aero Club of Illinois, took up the Nieuport single-seater and disappeared into the haze of the west.

"Then Chauncey Milton Vought, A.E., took Max Lillie's Wright biplane up for his third flight alone. He is learning to be a pilot.

"He sailed along contentedly and made three turns. When he passed the grand stand, about 300 feet up, he looked down. Some one was gesturing at him, excitedly. Fearful of losing control, Mr. Vought, A.E., twisted hurriedly around and shot an anxious look backward.

"Heavens!

"Back of his, coming fast, was a monoplane, right in his wake!

"What should he do? Of course, it was Tournier. He throttled the motor and slid down 200 feet and, safely around the next turn, shot another startled glance back.

"Holy smoke! Still behind him and closer than ever, following him down, right in his wake, was the monoplane. He felt it was gaining. He could hear the pur of its motor. A corner approached. He snapt around the corner, looking over his shoulder as he did so, and realizing that the monoplane was so close to him it still was directly behind.

"He grasped the levers anew. Let's see, what should he do when Tournier's propeller hit his elevator? Gee! That's serious. With rudder gone he could use the warp, but with elevator gone, all was off.

"Better risk letting him hit a wing tip, if anything. He swung her with one last despairing warp, the while feeling he could almost smell the castor oil from Tournier's engine.

"Bang! He hit the ground, safe. Ah!

"But where was Tournier? He was nowhere to be seen. Why, what was this? It was not till Robinson, Lillie's mechanical expert, walked clear across the field to crank the propellers that Mr. Vought, A.E., found out.

"'By George, it's an outrage,' spluttered the airman; 'they oughtn't to let a monoplane chase a fellow like that; it's dangerous.'

"'Monoplane,' snorted Robinson; 'monoplane nothing; that was your own elevator.'"

METAL SPONGES

METALLIC MASSES with a porous, spongy structure; sponges that are solid instead of flexible and that can be filled with liquid but not squeezed dry again—this is what an inventor from Denmark has just given to the world. This spongy form of metal is already of great use in making storage batteries and it will probably find employment in scores of ways, not only where a great exposed surface is desired for a minimum mass, but also where it is wished to impregnate the metal with some liquid or semi-liquid substance. In *La Nature* (Paris, July 6) the manufacture and uses of this new product are described. Says the writer:

"A Danish scientist, Mr. Hannover, has succeeded in obtaining, by a very ingenious method, porous metals, veritable metallic sponges, which seem susceptible of interesting industrial applications. He thus obtains, very simply, plates of porous lead which will be probably of great use in storage batteries. The inventor has also succeeded in filling the pores of the metal with non-metallic foreign bodies — resins, oils, enamels, etc., thus forming several new series of alloys, susceptible of industrial use, especially in soldering. Hannover's invention was communicated to the Academy of Sciences on June 10 last in a note by Mr. H. Le Chatelier."

The invention, as thus described, is based on the fact that an alloy, say of lead and antimony, half-and-half, is found to consist of a coarse network of large crystals, which were the first to solidify, filled in with a mass of fine crystals which formed later and are called the "eutectic alloy." At temperatures between those at which these two alloys form, the mass is partially liquid and therefore somewhat plastic. We read:

"My process is to . . . expel the liquid residue by the pressure of a non-oxidizing gas like carbonic acid, by that of a liquid such as oil, or, better still, by centrifugal force. I thus obtain a porous metal in which the volume of the voids depends partly on the relative proportion of the metals in the initial alloy and partly on the temperature of the mass at the moment when the liquid part was eliminated. . . . The void volume should not be very large, if it is desired that the porous mass should be reasonably solid. . . . . .

"The advantages offered by these porous metals are easily understood. Consider the formation of storage-battery plates:

"The mechanical processes of folding and perforation enable us, with some difficulty, to increase the surface of a sheet of lead; it may be multiplied in the ratio of 1 to 150 by the use of porous metal; we may thus obtain battery plates of great capacity without recourse to oxids. . . . . .

"The application of centrifugal force to a metal at a temperature at which its mass is plastic necessitates the employment of a solid but permeable support, resistant to deformations of the whole, while permitting the liquid portions to pass off; with this aim the alloy is fixt on a metal support, connected with a grille.

"This method of operation makes it easily possible to give a more solid framework to the storage-battery plates. . . . The plates are so permeable that after they have been filled with water the water can be expelled by blowing with the mouth, pressing the lips against the metal.

"We may foresee other applications of these porous metals, for example, the construction of cushions through which oil for lubrication is allowed to pass; the preparation of rods of tin impregnated with resin for use as solder, etc."—*Translation made for* THE LITERARY DIGEST.

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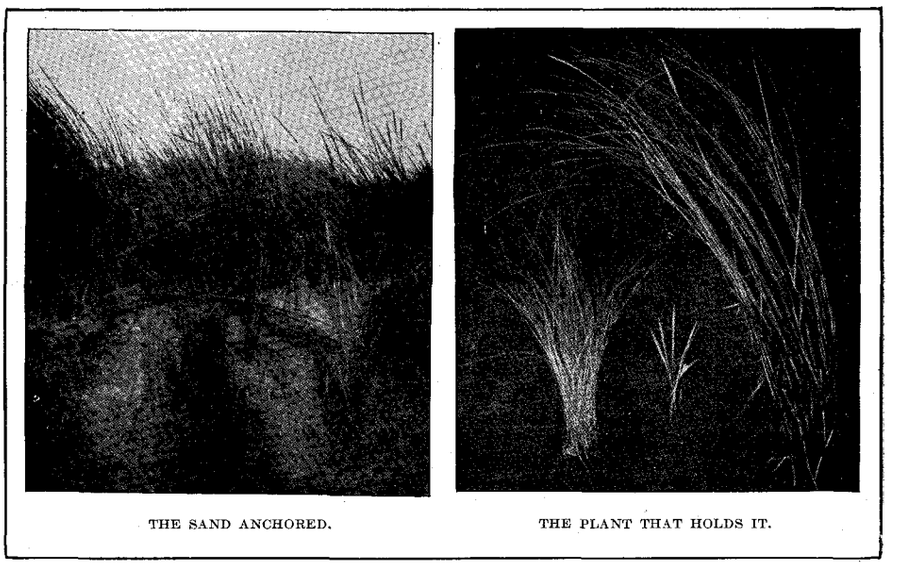
PLANT ROOTS TO BIND MOVING SAND

MOVING SAND-DUNES are recognized everywhere as dangerous. Their oncoming is as great a natural calamity as tornado or flood—slower but as sure, and overwhelming their victims with a more complete destruction. A village may recover after it has been blown down or flooded, but hardly when it has been buried in sand to the top of its church steeple. And yet the problem of fighting the moving dune was solved, completely and satisfactorily, two centuries ago, when a Frenchman, De Ruhat by name, began to plant pines on the sand hills of La Teste. These anchored the drifting sands, but no one had the intelligence to keep up the good work after his death. The matter cropped up every few years in a memoir or in a half-hearted experiment. In 1787 Bremontier went at it in earnest, but the Revolution stopt him. About 1801 the French Government took up the task and to-day every civilized nation, including our own, is fighting the dunes with agricultural methods, altho not always very systematically or successfully. Says Jacques Boyer, who writes in *La Nature* (Paris, June 29), of the methods now used in this work in France:

"Modern geographers recognize a constant law in the relief of these manifestations. In all sand-dunes there are parallel ridges separated by depressions. The profile of these undulations is not symmetrical and the gentlest slope is on the side from which the dominant wind blows. On windy days it may be seen, on moving dunes, how the sand blows up these slopes in parallel ripples and scatters in dust on the steep edge. The dune 'smokes,' as the natives say. . . . Thus in a strong wind the dune may advance daily more than three feet, when itself less than fifteen feet high. . . . To arrest this advance all that is necessary is to fix the gentle slope by creating upon it a carpet of vegetation.

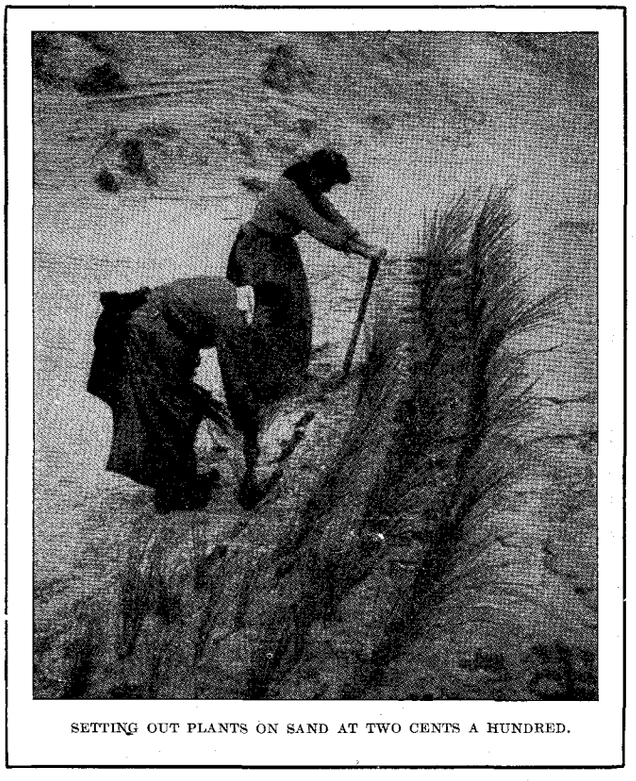
"Nowadays, to prepare the way for planting conifers, the dunes are sown with herbaceous plants having thread-like roots. The accompanying pictures show the plant (*Ammophyla arenaria*) which is used chiefly on the north coast of France."



THE SAND ANCHORED. THE PLANT THAT HOLDS IT.

These plants, we are told, may be raised from seed, or from rootlets, or may be set out, as shown in one of the pictures. This is done preferably in spring or autumn, altho it is carried on also at other seasons. The workers are usually women, who are paid 40 cents a thousand for setting out the plants. This includes digging them up from their original plantation. We read:

"One woman may on an average dig up and set out daily 2,000 to 2,500 plants; that is to say, she earns 80 cents to a dollar a day. . . . Generally the arrival of new sand which would prevent the growth of the young sprouts is warded off by an artificial dike, made on the water's edge with palisades. . . . Sands thus fixt are called 'dead sands,' as opposed to those which, moving with every breeze, may be said, as it were, to be 'alive.'"—*Translation made for* THE LITERARY DIGEST.



SETTING OUT PLANTS ON SAND AT TWO CENTS A HUNDRED.

AMERICA'S FLOOD OF PETROLEUM

THAT THE PETROLEUM production of the United States in 1911 surpassed the record of 1910 by nearly 11,000,000 barrels, we learn from the press bulletin of the United States Geological Survey (Washington, July-August). The total production of the world also surpassed all previous records, amounting to over 345,000,000 barrels, and of this the United States produced more than 63 per cent. The value of this enormous output of oil in the United States for 1911 was $134,044,752, the average price being 60.8 cents a barrel. Final figures have been compiled by David T. Day, the petroleum statistician of the Geological Survey. It appears that—

"The increase for the year was caused principally by the gain in California, which was by far the largest producer, its output being over 81,000,000 barrels. Another factor in the increase was the discovery of oil at Vinton, La., and the comparatively new Caddo field in Louisiana also grew in importance. A find of high-grade oil at Electra, in northern Texas, was another notable event of the year.

"Oklahoma, with a production of more than 56,000,000 barrels, extended its field well into Osage and Pawnee counties, and oil was discovered still farther west, in Kay County, considerably increasing the Mid-Continent yield. All these gains in the Mid-Continent field, however, were offset by the declines in Illinois and States farther east; in short, all fuel oils increased and refinery oils declined. Another feature, the influence of

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which is being felt in 1912, was the increase in transporting and refining capacity, which in spite of the general increased yield of the country led to a drain on stocks in the Mid-Continent field, and the result has been a general increase in the price of crude oils for refining.

"With a gain in production of nearly 11,000,000 barrels and with an increase in price at the end of the year, it is evident that an unusual condition in the oil market existed. The three commodities of general market value to be considered in connection with crude oils are gasoline, kerosene, and residuals, the last suitable for fuels in the West and for lubricants and wax in the East. In the trade 'naphtha' is the name generally applied to oils lighter than kerosene as distilled from crude oil, but by the public the term 'gasoline' is applied to the light fraction of the oil suitable for internal-combustion engines. In fact, when crude naphtha is redistilled it is for the most part separated so as to yield gasoline and lighter or heavier kerosene. It is a matter of interest that the demand for gasoline has become so imperative that little or none is now allowed to lower the safety of lamp oils; the latter have therefore greatly improved in character.

"In the production for 1911 California led off, with 81,134,391 barrels; Oklahoma took second place, with 56,069,637 barrels; Illinois was third, with 31,317,038 barrels; and Louisiana was fourth, with 10,720,420 barrels. The prices of the different oils varied greatly, ranging from 47 cents to $1.32 a barrel. Thus while the production in Pennsylvania was only 8,248,158 barrels, its value was $10,894,074, whereas Louisiana, which produced 10,720,420 barrels, received for it only $5,668,814. . . . . .

"The following table of total production shows the general increase in production for the United States since 1901:

	Barrels.
1901	69,389,194
1903	100,461,337
1905	134,717,580
1907	166,095,335
1909	183,170,874
1911	220,449,391

XYLOLOGY: A NEW PROFESSION

WOULD YOU like to be a xylologist? Reports from Washington indicate that business along that line is likely to be booming in the near future. The practitioner of this new and important branch of science should be able, if he knows his business, to tell one kind of wood from another. This seems easy, but the man who thought he had oak trim in his house when it was really ash, and he in whose dwelling whitewood did duty for Georgia pine, will tell you that it is not. The facts and principles on which it is based are now finding expression in forestry, agriculture, civil engineering, and in all phases of the use of wood products. In brief, xylology is the science of wood-structure, the identification of woods, and the detection of fraudulent substitutes. A writer in *The Scientific American Supplement* (New York, July 20) tells us that it is linked with the subject of conservation, being a natural outgrowth of the destruction of the products of our forests. We read:

Courtesy of "The Scientific American."

XYLOLOGISTS AT WORK IN THE LABORATORY

"The chief cabinet and construction timbers formerly employed are now becoming scarce, or, in a few cases, practically exhausted. Black walnut, yellow poplar, red gum, black cherry, white pine, and hemlock have been extensively exploited, and suitable substitutes are now being sought. . . . . .

"Certain other woods are now being used in place of them. Instead of black cherry, birches are being used, which are also becoming scarce. Black walnut was formerly so highly esteemed that it was used in the form of veneer to cover Spanish cedar, which is now classed with the best cabinet timbers. Western white and sugar pines are sent to the eastern markets to supply the demand for our eastern white pine. Hemlock, which was formerly cut simply for the sake of its bark for making tannin extract, is so scarce that the tannin we use now must be obtained chiefly from other sources.

"As a result, there are now being imported annually into the United States millions of tons of forest products to take the place of our gradually decreasing supply. This imported material often requires the closest kind of inspection in order to avoid fraudulent substitution. This is particularly the case with woods from which dye or tannin is obtained, and with ground wood and bark of trees having medicinal value, all of which must be carefully examined and identified."

Again, true mahogany in the West Indies and Central America is growing scarcer every year, we are told, and wood users are eager to secure a substitute. During the last two decades twenty-five different kinds of woods have been sold as mahogany in London, Liverpool, and New York. The purchaser of these woods is often under the impression that he is getting the only true mahogany, when he is paying for a much inferior wood. Superficial appearances often deceive; the microscope never. There has thus sprung up a need for men who can tell these woods apart.

"The chief purpose of this work is not simply to detect fraudulent substitutes and to establish scientific testimony for prosecuting those knowingly substituting inferior woods. It has a greater object in view, namely, ferreting out new and little known woods with properties and structural characters similar or nearly similar to those well-known kinds which are now being rapidly exhausted. Superficial and gross characteristics can not always be relied upon in selecting a substitute for a certain wood with special qualifications, nor are tests relative to their physical properties always conclusive as to whether one kind may be substituted for another of well-known characteristics. The xylologist is usually best able to tell the uses to which a wood may be put, the same as an assayer can determine the value of an ore.

"This new work has been developed to cast new light upon weighty problems in the uses of the product of the forest. It is unique, and altho decidedly new, it has already proved its value. . . . The aim and ultimate results of these xylological investigations are most vital, not only to those who are concerned with the study and teaching of plant anatomy, but also to all users of wood. Original research work along this line is not a field for the untrained, but a life study for men with ability and ambition. Tho it is in its infancy and has accordingly made many mistakes, its importance is surely and steadily gaining the attention of lumber dealers and men at the head of wood-using industries. Necessity for such work is being felt wherever lumber is now being bought or sold, and the range of its usefulness is growing remarkably."

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HOW TO SELL PATENT MEDICINES

THE COMPOSITION of a proprietary medicine is of small account from the commercial standpoint, according to *The Druggists' Circular* (New York, July). Perfectly good formulas are lying around loose, and any one can get the recipe for an effective laxative or expectorant or tonic, for the asking. The promotion of the article, after it is compounded, is the important thing. Without it, the best medicine will not "go"; with it, ordinary water, with or without flavoring and coloring, has been known to yield a fortune. The *Circular* is moved to discourse on this subject by the receipt of a letter from a subscriber, who says he knows a man with a lot of splendid formulas for medicines and asks how he shall go about to exploit them. To him says the writer:

"For a dollar, a dollar and a half, or two dollars anybody may buy a book containing formulas for remedies for every different kind of disease that actually exists or can be imagined for advertising purposes, almost anybody can manufacture the goods, or have some firm of manufacturing pharmacists do this for him; and without the expenditure of more than a week or two's salary of an ordinary working man, may find himself in possession of a stock of medicine which, at a dollar a bottle, or twenty-five cents a box, or even at 'two, four and eight,' would net him a tidy little sum. Having proceeded thus far, our supposititious man could by reinvesting the said tidy sum in more of the medicines and converting them likewise into cash, be able to buy a good farm and retire, or an automobile and continue to retire indefinitely. The thing looks so easy that it seems a shame for any man to have to shovel dirt at a dollar a day or edit a paper for his board and clothes.

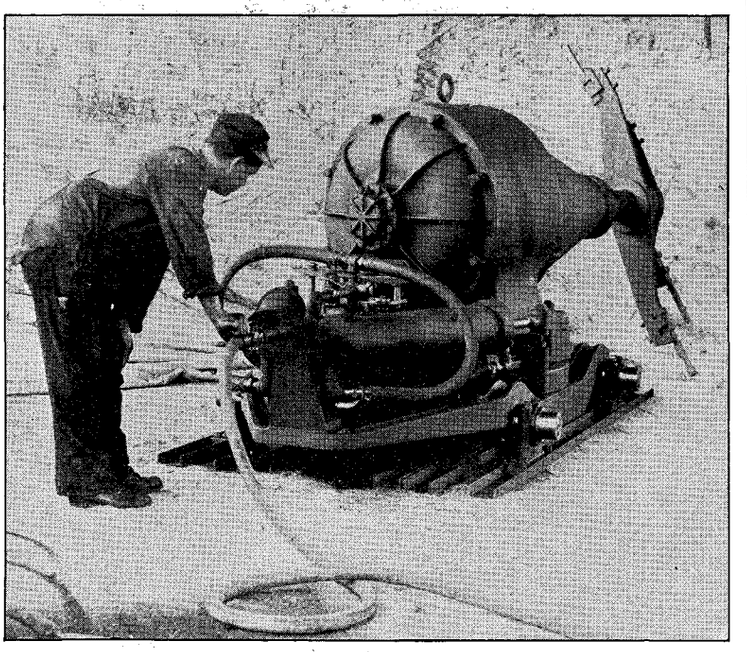
"The only weak link in the get-rich-quick chain is the one which our druggist friend's doctor's patient is seeking to strengthen, to wit, the one at the point where the owner of the formulas depends upon somebody else to create a demand for the goods. It is easy to say 'just advertise,' but not everybody knows quite how or where to advertise, and not all have the money to pay the bills. An illiterate farmer once mixt a little acid with water and fooled enough people into paying him three dollars a jug for it to enable him to buy a Fifth avenue mansion; and while the people have grown somewhat wiser in the last dozen or two years, and are not 'biting' as readily as of yore, there are still fools enough who part quickly with their money to keep numerous equally illiterate fakers rolling in wealth.

"Many of the proprietary medicines which have made fortunes for their owners have not the merit of dozens of simple preparations which may be obtained in any drug store for less than half the price of the 'patents,' the vogue of the latter being the result of a psychological impression made on the public by shrewd and often thoroughly unscrupulous promoters. In a partnership between a man who supplies the formulas and a man who creates the demand and sells the goods, the former, under an equitable distribution of the dividends, should, generally speaking, receive not to exceed one per cent. . . . . .

"If the public who have so long supported the nostrum business could be brought to a recognition of what constitutes its mainspring, it would save them from many harms to purse and body."

TO CARRY COAL BY PIPE LINE

THE PROPOSAL to pipe a mixture of pulverized coal and water, as oil is now piped, is not new; but it has been limited to the coal dust produced in ordinary processes of mining and often washed. It has never been carried out industrially, at least on any considerable scale. But now two New York inventors propose to mine all coal in the form of dust, with a specially constructed machine, mixing it at once with water and handling it thereafter by pumping through pipes. At its destination it will be separated from the water and dried and can then be used for all, or almost all, the purposes for which lump coal is now employed. Says a writer in *The Manufacturers' Record* (Baltimore, July 18):



THE NEW COAL-MINING MACHINE.

"This machine, primarily designed to cut the whole seam of coal into a granular or powdered state, has been tested in actual work, and according to the engineers who have designed it, has proved itself so economical in operation that they say it may change the whole art not only of coal-mining, but of transporting and consuming it.

"In connection with mining coal by this system it is proposed that granular or powdered coal shall, with the aid of water, be pumped through pipes for any desired distance and, it is claimed, at a far less cost than it can be transported by rail. It is also said that powdered coal, when blown into the furnace with an air blast, burns with more economy than does lump coal when thrown on the grate."

The inventors are Joseph H. Hoadley and Walter H. Knight of New York. In presenting this system they say:

"The Hoadley-Knight coal-milling machine not only cuts the coal from floor to roof into a finely powdered state, but pipes it, mixt with water in the mine, to any distance desired, as, for instance, to the coal washer or coal bins adjacent to the coke ovens. It necessarily does away with the use of explosives, and as the mine is always wet and washed clean, there is never any coal dust. The system is a peculiarly safe one to use in gaseous mines on this account.

"The machine itself is automatic, advancing by a simple hydraulic feed mechanism which propels it along the floor into the face of the seam, the rotary cutters on the armature shaft of the induction motor cutting the coal very much as a circular saw cuts wood. . . . A fire-engine hose leading from some source of water under pressure enables a powerful stream of water to be thrown against the face of the coal while it is being cut, thus eliminating all dust and keeping the tools cold. The water thus projected against the coal carries away with it the comminuted product, which runs off to the nearest sump, whence it is pumped to any desirable destination. . . . . .

"It is found that the violent jet of water so aids the breaking up of the coal by the cutter that the coal breaks clean to the floor and the roof, even tho the cutters do not reach within several inches of either. It is found also that by cutting narrow rooms and leaving narrow pillars that timbering is largely done away with, and in some mines is rendered entirely unnecessary. The elimination of timbering, haulage, and explosives and practically all of the hard labor are some of the things that are claimed for this system."

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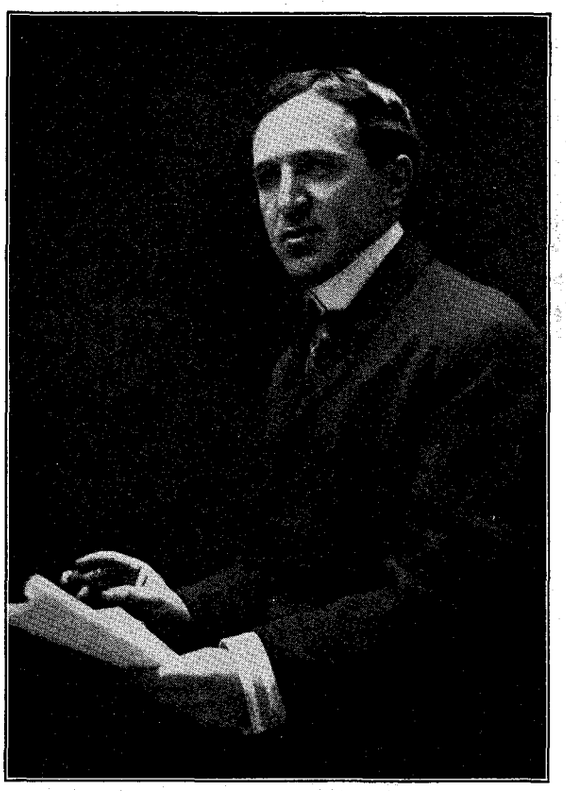
PRODUCING SPINE-THRILLERS

MANY EXPERIMENTS in the art of producing melodramas furnish A. H. Woods, producer of "The King of the Opium Ring," "Bertha, the Sewing Machine Girl" and numberless other thrillers, the material for some observations and confessions about the art of capitalizing spines. He writes in the *Associated Sunday Magazines* that the spine is the seat of the emotions—the reserved seat—and twice as hard to get at as the mind. The theater's tested category of the emotions in the order of their precedence is, he finds, the laugh, the cry, the thrill. Far from discovering a decline in melodrama, Mr. Woods declares it is still as good a contributor to the box-office receipts as ever—"it has simply moved up-town, so to speak." That is, the fifty-cent thriller has become two-dollar melodrama. The story of "The Gambler of the West" turns up again with better actors and more beautiful scenery as "The Girl of the Golden West," and the public cheerfully pays an extra dollar and a half for a ticket, altho the elemental thrill emotions remain unchanged. Mr. Woods states his theory boldly:



AN AUTHORITY ON "THRILLERS."

Mr. A. H. Woods, producer of melodramas, finds the readiest response to the lurid thriller "in that section of the theatrical country lying between New York and Pittsburg."

"Melodrama never declines. In some cycles it merely puts on airs, as the result of a temporary condition of obesity in the national spine's pocketbook. The thrill secrets and tricks and geographical analysis remain the same, however, in the cases of both kinds of melodrama, old-fashioned or new-fashioned.

"Human nature will gladly pay out its good money any night in the week to sit in a theater for three hours and wait until it has the satisfaction of seeing the villain 'get his' at eleven o'clock. Young America's human nature will crowd the playhouses at the matinees for the same purpose. Give me a good, thrilling news story, a pair of patent leather shoes and some cigarets for the villain, and a soft, blue flannel shirt for the hero, and I'll guarantee that I, or any other producer, can turn the national spine into money. You may smile all you want to; but the cycle of melodrama is always with us. Sometimes, of course, the national spine demands fancy trimmings on its melodrama, as at present; but the foundations, the skeletons, of all the thrillers are the same."

In the author's own thrill-factory he employed for years a small staff to read newspapers and clip the necessary "thrilling news stories." One good one a month was as much as he usually found. Almost all the big melodramatic thrillers of the last decade, he says, had their inspiration in newspapers; and there never was a writer of ten-twenty-thirty successes who would not have made a good newspaper city editor.

Concerning that "national spine" before mentioned, Mr. Woods indulges in some analysis, for he finds in three sections of the land three distinct grades of spines. He can't explain exactly the whys of it all, but thinks the conditions are these:

"The spine residing in that section of the theatrical country lying between New York and Pittsburg is the most susceptible of the lot. It is the easiest spine to thrill; for the thrill lies closer to the surface of this spine, comparatively, than it does in the cases of the other classes of spine. This fact (as well as the other facts that follow), was learned by gaging the reception of a long list of melodramas in the locality in question. Frank thrillers like 'The Fatal Wedding' and 'The Queen of the White Slaves' brought from ten to eleven thousand dollars a week out of these Eastern spines, where melodramas with the thrills not so apparent fell far below that mark.

"The spine that stretches between Pittsburg and St. Louis, between the Allegheny and Mississippi Rivers, or in other words the Middle West theatrical spine, can be won only by the quieter form of melodrama, of which class such a presentation as 'Wedded and Parted' is typical. The Middle West spine can be thrilled not so effectively by a rescue from drowning, for instance, as by a sentimental thrill. The thrill induced by an enforced separation of hero and heroine as the result of the villain's machinations is the sort of thrill to which the Pittsburg to St. Louis spine loves to respond.

"The St. Louis to San Francisco or Western spine answers most readily to the glossed-over thrill. The mere mechanically induced spinal vibration is not effective in this territory. The Western vertebral column wishes its tingle to be generated by dramatic action, rather than by what might be called mechanical or scenic action. Words speak louder than actions west of the Mississippi."

In general, rescues take precedence over thrills of any other sort: "Kidnaping, drugging, murders, hold-ups, all are effective; but rescues draw many more thousands of spines to the box-office window." Next in thrill value Mr. Woods names the race. He lists as the "six greatest thrillers" ever produced, "Chinatown Charlie," "The Span of Life," "Bedford's Hope," "After Dark," "At the Bottom of the Sea," and "The Fast Mail." These all have for their "big scenes" either a race or a rescue. Simple as this recipe may appear, there are sometimes subtle elements involved, and the thrill must be laboriously coaxed. As an example there was a news account of how a brave fireman rescued a girl from the top of a burning building by guiding her across a stretch of telephone wires to safety on another roof. When the rescue was dramatized, however, it fell flat,—

"Its basis was all right, we were sure; but somehow the whole thing did not project the desired sensation. We originally used a heavy wire with a protecting guide wire above for the heroine to escape over. So we figured it out that the thing looked too easy, and hence was robbed of the longed-for thrill. We got a finer wire and tried out the scene. It was not right yet. Probably the height of the wire from the ground did not seem sufficiently great. We raised the wire and faked the scenery so that the height seemed twice as great. Still the effect failed. We abolished the upper guide wire, to which the rescuer clung, thus making the feat more difficult; but the thrill was still

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found to be lacking. We had the flames from the blazing building shoot out over the wires and threaten the escapers with the double peril of fire and electric shock from the wires, off which the insulation would be in imminent danger of being burned—and still the spine out in front was not affected as it should have been.

"In this way we spent our time pondering over the secret of the thrill that was stedfastly eluding us, until one day the stage manager suggested that we had overlooked the main thrill-element of the rescue. 'It ain't the flames or electric shock or danger of falling naturally that'll thrill the audience,' he argued; 'but the fear that the wires'll break under the actors' weight and hurl them to the ground below.'

"We saw in a flash that he was right. We had a couple of wires hang down on the poles, as if they had already broken, and at the beginning of the fire and just before the rescue scene, we had a man stationed inside the burning house slyly snap one of the telephone wires and let it fall to the ground with the usual hissing sound. The effect was instantaneous. The spines realized that the remaining wires might snap at any moment! And they poured their silver tribute into the box-office."

"CONFESS WHERE THE JEWELS ARE HIDDEN, OR I'LL STRANGLE YOU!"

This is the kind of poster that lures the melodrama audiences to one of Mr. Woods's productions.

GENIUS'S DEBT TO DISEASE

ATTEMPTS to prove genius closely related to insanity, alcoholism, drug-taking, and degeneracy seem to be perennial. Max Nordau found traces of degeneracy in pretty nearly all art, and it is not long since Dr. George Gould discovered a relation between Lafcadio Hearn's defective eyesight and the peculiar qualities of his literary output. Still more recently a Dr. Hyslop, an English psychiatrist, has traced the chaotic color and riotous composition of Turner's later paintings to the effect of alcohol on the nervous system of the painter. Now comes Dr. Charles B. Reed, a prominent Chicago physician, with the theory that the world is indebted for many of its literary masterpieces to the presence of disease-produced poisons in the author's blood. "We are not prepared at present to insist that toxins are essential to achievement, nor that an obscure toxin will convert mediocrity into genius, but rather to suggest that the presence of such a substance in the circulation may, and does in many instances, accelerate and intensify the expression of existent intellectual tendencies," writes Dr. Reed in the July *Forum* (New York). His argument is that many an author has attained eminence "not in spite of a serious toxemia, but possibly on account of it"—the poison acting as a powerful stimulant to the brain and nervous system. In support of this theory he cites the instances of Macaulay, Gibbon, Lytton, Landor, Milton, Defoe, Heine, J. Addington Symonds, Stevenson, and many others. To quote briefly from the case as he presents it:

"Among the non-febrile affections that are under suspicion as stimulants to intellectual activity may be mentioned asthma, which is represented in literature by Macaulay and in statesmanship by William III. In confirmation, however, we can present no data except the numerous cases that might be quoted.

"In this category also is gout, which takes its origin not from micro-organisms, but from disturbances of the bodily metabolism, and is characterized by fever only at the crises. It is fallacious, but interesting, to find that, while this disease formed barely 1 per cent. of the chronic medical disorders of the past, over 5 per cent. of its victims were literary workers. The effect observed is similar, as we shall see, to that found in bacterial diseases, but the method of operation is quite different. In place of the optimism and feverish intensity, there is a massive, patient energy; without haste, to be sure, but also without rest.

"One writer goes so far as to compare these classes with presumptively normal individuals and asserts that those afflicted with gout, judged by their books, are superior in imagination, style, and intellectual power to any equal number of healthy workers who can be chosen. Without attempting to substantiate this predication, the evidence shows that Gibbon was urged onward by a stately but irrepressible momentum for which his literary occupation afforded only a partial outlet.

"Bulwer Lytton's irritability and melancholy were widely known, and so, too, was his desperate devotion to work and tobacco. Gibbon and Lytton were great sufferers from gout, and thoroughly exemplify the class which included Landor, Campbell, Milton, Steele, Sydney Smith, Dryden, Fielding, Defoe, and many others

EDNA'S DARING ESCAPE FROM HER FALSE FRIENDS.

From a poster for "Edna, the Pretty Typewriter," another example of "what the public wants." This is described in the advertisement as "a melodrama full of action," and is therefore, according to Mr. Woods's geographical classification of the popular taste, the kind of performance that would win more favor in the East than in the Middle or Far West.

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in literature; Rubens and Claude Lorraine among the painters; actors like Charles Kean, and statesmen like the Pitts.

"These unhappy owners of creative brains were the victims of their organizations. They were compelled to work by the toxins they elaborated, and it is not too much to say that the periods of active production probably stood in close relation to the ebb and flow of the toxic tide. . . . . .

"In the non-febrile class must be mentioned the experience of Parkman, since it is pertinent to the general subject, altho the nature of his affliction apparently was not determined. His biographer, Farnham, says that his difficulty was not in arousing but in restraining his faculties. His most intimate literary companion, Dr. Ellis, wrote that his maladies intensified his impulses to exertion and mental application, while they limited the hours he could wisely give to reading and writing.

"Heine's case was similar. William Sharp says that: 'In 1846 the mysterious pains had greatly increased, and it had become evident that something more terrible than paralysis had taken possession of the enfeebled frame. But as the body died the mind more gloriously effloresced, like the fantastic flower of Borneo, which displays its richest blooms as the stem rots to the root. New ideas, fresh impulses, creative instincts arose within him; his mental horizon widened, the atmosphere became rarefied, the perspective more alluring and vast. Yet it was during the last three years of suffering that the genius of the poet reached the climacteric. It was then he produced that wonderful series of poems collectively entitled "Romancero." Here every phase of Heine's genius is visible; here he is somber, imaginative, tender, graceful, ironical, exquisitely delicate and grossly cynical, and here moreover the variety and extent of his metrical skill must astonish and delight the critic.' During the same period he produced a libretto entitled 'Der Doktor Faust,' a prose fantasy called 'The Gods in Exile,' 'The Confessions,' 'The Last Poems,' 'The Atta Troll,' and 'Vermischen Schriften.'"

Turning to the febrile afflictions whose toxins produce stimulating effects, Dr. Reed selects pulmonary tuberculosis as the type, "not alone on account of its bacterial origin and the peculiar suitability of its toxins, but because its frequency and chronicity provide ample opportunities for study." He calls the roll of the books written by J. Addington Symonds while slowly dying of consumption, and quotes a letter written by Symonds from Davos in 1882. In this letter we read:

"If I am doomed to decline now I can at least say that in the five years since I came here dying I have had a very wonderful Indian summer of experience. The colors of life have been even richer, my personal emotions even more glowing, my perception of intellectual points more vivid, my power over style more masterly than when I was comparatively vigorous. It seems a phase of my disease that I should grow in youth and spiritual intensity inversely to my physical decay. It is almost pain to grasp the loveliness of the world with so much intensity when the body is so dragging."

Other letters of Mr. Symonds in the same vein support the argument that toxemia is a stimulus to literary production, says Dr. Reed, who adds that "Novalis, Keats, Sterne, the Brontë sisters, and especially Sidney Lanier and R. L. Stevenson, would furnish many contributory facts if space permitted." Some striking testimony from Stevenson's case, he says, is too important to be omitted:

"For instance, while prostrated by a pulmonary hemorrhage he wrote out in three days the first draft of 'Jekyl and Hyde.' During this period his toxic stimulation was so great and his mental systematization so complete that he neglected for hours at a time to remove the thermometer that had been placed in his mouth. To this should be added his wife's observation from Hyères. She says: 'After a terrible hemorrhage he fell a victim to sciatica, and was temporarily blind from ophthalmia. All light was excluded on account of his eyes, and his right arm was bandaged to his side on account of the hemorrhage. To circumvent fate he had a large board covered with paper laid across his bed, and on this or on a large slate he wrote out, with his left hand, most of the poems in the "Child's Garden of Verses."'

"The positive value of these citations is emphasized by evidence from Vailima that is highly important, since it exhibits the mental conditions prevailing in the absence of the stimulation upon which he had learned to depend. Under the influence of a favorable climate and life out of doors Stevenson's lungs improved greatly, and his 'bodily health and vigor,' as Colvin says, 'kept at a higher level than during the previous year.' The tubercular process was apparently arrested. What was the result? Necessarily the quantity of toxins thrown out was diminished, or at least did not exceed the dosage to which he was accustomed, and he keenly felt the deprivation. Colvin says that during this year (1894) Stevenson found himself unfit for serious imaginative writing, and the consciousness of the loss caused him many misgivings. On January first Stevenson wrote Charles Baxter about this new and, to him, distressing development in the following words: 'I am come to a dead stop. I never can remember how bad I have been before, but at any rate I am bad enough just now, I mean as to literature; in health I am well and strong. I take it I shall be six months before I shall be heard of again.' Unhappily his death from apoplexy eleven months later interfered with the further development of our theory, but the writer does not doubt that a subsequent exacerbation of the tubercular infection would have been accompanied by a period of unusual literary activity."

Commenting on this and similar efforts to link genius with drunkenness and disease, the New York *Evening Sun* remarks that it would be a pity to carry the argument so far as "to make ordinary mortals skeptical about the supposed merits of sobriety and sanity."

GEORGE MEREDITH'S OWN LOVE-STORY

INTIMATE GLIMPSES of the author of "Modern Love" as himself in love—a rôle which he seems to have assumed with a thoroughness that would do credit to any lover, ancient or modern—appear in the letters of George Meredith, published in the August *Scribner's Magazine*. Discussing his literary work in one of his letters, he states that, even in his poetry, "I rarely write save from the suggestion of something actually observed." And again, "I desire to strike the poetic spark out of absolute human clay." How this keen observer of human nature, this analyst of the emotions of others, reveals himself in the grip of a great emotion, we are permitted to learn from the letters in which he tells his friends of his love for Marie Vulliamy. Writing to the Rev. Augustus Jessopp in 1864—Meredith was then in his thirty-sixth year—he says:

"It is time that your friend should show you a clean breast. He loves a woman as he never yet loved, and she for the first time has let her heart escape her. She is not unknown to you, as you both immediately divine. She is the sweetest person I have ever known, and is of the family which above all others I respect and esteem. Her father is a just and good man; her sisters are pure gentlewomen: she is of a most affectionate and loving nature. May I be worthy of the love she gives me!

"Your surprize over, you will possibly think me rash. My friends, who know of this, think me fortunate, on reflection. They see that I shall now first live; that I shall work as I have never yet done; and that, to speak materially, a marriage will not increase the expenses of a man hitherto very careless. My hope stands like a fixt lamp in my brain. I know that I can work in an altogether different fashion, and that with a wife, and such a wife, by my side, I shall taste some of the holiness of this mortal world and be new-risen in it. Already the spur is acting, and health comes, energy comes. I feel that I can do things well, and not haphazard, as heretofore. . . . I can hardly make less than eight hundred, reckoning modestly. And I shall now hold the purse-strings warily.

"I shall not speak to Arthur [his son] till he is with me. She is very fond of him, and will be his friend. He will find a home where I have found one.

"I can not play at life. I loved her when we were in Norwich. 'Cathedralizing' would not otherwise have been my occupation. I believe that I do her good. I know that she feels it. Me she fills with such deep and reverent emotion that I can hardly think it the action of a human creature merely. I seem to trace a fable thus far developed by blessed angels in the skies. She has been reserved for me, my friend. It was seen that I could love a woman, and one has been given to me to love. Her love for

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me is certain. I hold her strongly in my hand. Write—I thirst to hear words from you."

And again, in a letter of about the same date to another intimate friend, Capt. Frederick Augustus Maxse, he confesses that, in spite of all he had written of love, he had "never felt it till now":

"My friend, I have written of love, and never felt it till now. I have much to pass through in raking up my history with the first woman that held me. But I would pass through fire for my darling, and all that I have to endure seems little for the immense gain I hope to get. When her hand rests in mine, the world seems to hold its breath, and the sun is moveless. I take hold of Eternity. I love her. She is intensely emotional, but without expression for it, save in music. I call her my dumb poet. But when she is at the piano, she is not dumb. She has a divine touch on the notes. . . . There could not be a fairer, sweeter companion, or one who would more perfectly wed with me. She tries to make me understand her faults. I spell at them like a small boy with his fingers upon words of one syllable. Of course, some faults exist. But she has a growing mind and a developing nature. Love is doing wonders with her."

Turning to matters less intensely personal, we find, in another letter to Mr. Jessopp, the following illuminating statement of Meredith's attitude toward realism and idealism in literature:

"Between realism and idealism there is no natural conflict. This completes that. Realism is the basis of good composition: it implies study, observation, artistic power, and (in those who can do more) humility. Little writers should be realistic. They would then at least do solid work. They afflict the world because they will attempt that it is given to none but noble workmen to achieve. A great genius must necessarily employ ideal means, for a vast conception can not be placed bodily before the eye, and remains to be suggested. Idealism is as an atmosphere whose effects of grandeur are wrought out through a series of illusions, that are illusions to the sense within us only when divorced from the groundwork of the real. Need there be exclusion, the one of the other? The artist is incomplete who does this. Men to whom I bow my head (Shakespeare, Goethe; and in their way, Molière, Cervantes) are Realists *au fond*. But they have the broad arms of Idealism at command. They give us Earth; but it is earth with an atmosphere. One may find as much amusement in a kaleidoscope as in a merely idealistic writer: and, just as sound prose is of more worth than pretentious poetry, I hold the man who gives a plain wall of fact higher in esteem than one who is constantly shuffling the clouds and dealing with airy, delicate sentimentalities, headless and tailless imaginings, despising our good, plain strength.

"Does not all science (the mammoth balloon, to wit) tell us that when we forsake earth, we reach up to a frosty, inimical Inane? For my part I love and cling to earth, as the one piece of God's handiwork which we possess. I admit that we can refashion; but of earth must be the material."

This comment on Carlyle we find in another letter to Captain Maxse:

"I hold that he is the nearest to being an inspired writer of any man in our times; he does proclaim inviolable law; he speaks from the deep springs of life. All this. But when he descends to our common pavement, when he would apply his eminent spiritual wisdom to the course of legislation, he is no more sagacious nor useful nor temperate than a flash of lightning in a grocer's shop. . . . . .

"Read the 'French Revolution' and you listen to a seer: the recent pamphlets, and he is a drunken country squire of superordinary ability."

ARTHUR FARWELL,

A composer who denies that ragtime has a demoralizing effect on the musical sense of the people.

ETHICS OF RAGTIME

THE CENSURE heaped on ragtime by lovers of higher class music is declared by Arthur Farwell to be largely the result of misapprehensions about ragtime's character and the nature of its audience. The appeal of popular music, says Mr. Farwell in *Musical America*, is to the unenlightened natural instinct for melody and rhythm. Popular song rests, not on an artistic or cultural basis, he points out, but upon a universal psycho-physical fact.

"Popular music is a matter of the feet rather than the soul," the argument runs, and is, like popular government, of the people, for the people and by them. Mr. Farwell says of the makers of these songs:

"They are born to this function as certain bees are born to fulfil certain functions in a hive, or as a Beethoven is born to respond to the highest ideal musical demands.

"This unique ability of the popular music composer implies no musical culture; at least it does not necessarily do so. Many composers of popular songs do not even take the trouble to learn harmony, and others can not even write down a melody, being content to whistle or sing a tune of their own composition, or 'pick it out' with one finger on the piano, leaving others to write it down and put chords to it. 'Listen to the Mocking Bird' was composed in that way. If popular music composers learn enough harmony to serve them, it does not alter their fundamental position as identical with 'the people' and outside of what is known as musical culture."

Nevertheless, says Mr. Farwell, "what right has the man of culture to make out a case against ragtime?" "One might as well make out a case against the grass," he exclaims; and he goes on to say:

"The cultured man's province is that of art, and popular music, while requiring a bit of skill in the handling, is much more closely related to nature. The mere fact of the higher refinement of his music does not make it any *better* than ragtime, it merely makes it *more refined*.

"There can be good and bad cultivated music, and there can be good and bad popular music. Good cultivated music is faithful to the subtle realities of the cultivated mind, but good ragtime is no less faithful to the crude realities of the uncultivated mind. As to the truth of both to nature, psychologically considered, they are on a plane of perfect equality and the difference is one of refinement, not of goodness."

The writer argues further that it is blindness to the truth to suppose that ragtime is usurping a place in the popular mind and soul which would otherwise be occupied by something which is "good." Neither does he think popular music is to be held responsible for deterioration of taste, manners, and morals. For,

"The masses who are enjoying ragtime would have no music to enjoy if that were taken away, unless something equally practical and sympathetic were given them, and this is a psychological impossibility in view of the fact that 'the people' have created their popular music precisely to their need and their taste. As to its having a deteriorating effect on them, vulgarities and all, such a claim is absurd in view of the fact that it is not the music which makes the people, but the people who make the music to suit them. Popular music is not forced upon the people; it is created out of their own spirit.

"This is not a 'study in pessimism.' It is only a picture of conditions at the bottom of the pit, musically speaking, and an indication that, even there, that which is *creative* is good, because through it is the heightened consciousness of life. The bottom of the pit stays at the same level, but this is very different from saying that one must stick at the bottom of the pit."

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RELIGION AND SOCIAL SERVICE

HOW ONE GIRL CLEANED A TOWN

DISPATCHES report that the last "dive" in West Hammond, Illinois, called in derision the "Virginia Brooks," has padlocked its doors. With that ends the campaign of a young woman reformer to purify by publicity a town that used to have a name as one of the most vice-ridden in the land. The story, as gathered from the news columns of the Chicago papers, is as follows.

When Miss Brooks was amusing herself with society, music, and interpretative dances, a little over a year and a half ago, West Hammond, with a voting population of 750, had fifty-five saloons and all varieties of vice in proportion. She determined to investigate the conditions there when a letter assessing her and her mother $2,000 on some vacant lots in the town aroused suspicions in her mind about the honesty of West Hammond officials. When some of her intuitions were confirmed, the girl and her mother closed up their house in Chicago and moved into a cottage in West Hammond. As she could see no way to accomplish anything except through publicity, and most of the population of the town were Polish, Miss Brooks found that her first work was to learn a new language. As soon as she felt confidence enough to attempt a Polish speech she called a voters' mass-meeting. It was then being proposed that the town should be made a city. Miss Brooks opposed the plan as only another method to increase special assessments. She had discovered that in the south half of the town there were, on account of overtaxation and graft, only twenty-five houses free from mortgage. The Chicago *Tribune* reports:

SHE REFORMED ONE TOWN.

Without any previous training for the work, Miss Virginia Brooks launched a campaign against municipal corruptionists, organized vigilance committees, and finally put in a reform government and closed all the dives in West Hammond, Illinois.

"She was the only woman present at that meeting. She knew that the Poles were an emotional, impulsive people, so she employed firebrand oratory, and her audience sat in rapt silence. At the ensuing election the Poles stood solid, and Miss Brooks won."

When the politicians started the fight all over again, she had to hold three more mass-meetings. The city faction was unable to collect the two-thirds vote necessary to reverse the result of this first election. Miss Brooks then found herself powerful enough to attempt to urge deeper reforms. From the men she won votes, and the Polish women became such ardent supporters that Miss Brooks had no difficulty to get them to follow her into the streets and "persuade" with militant-suffragette arguments. "It was to the women mostly that we had to look for help," she explains, "because the men were at work in the daytime when we did our most active campaigning." In the St. Louis *Post-Dispatch* she explains her energetic publicity campaign in frank detail:

"To attract attention to our idea of what government should be, we campaigned vigorously to arouse the people. We did this by publishing in a weekly newspaper, started for the purpose, exposures of graft we had discovered among the thieving officials who were protecting the dive-keepers.

"We reproduced in this paper's columns contracts that were nothing but graft, and we even went to the extent of driving off contractors by force when they tried to put down inferior pavement.

"We were arrested for rioting and threatened in various ways, but we didn't know how to quit. We were determined to drive out the degrading forces.

"Another method that I used to arouse public attention and indignation was to read at mass-meetings the names of all property-owners who had leased their places for saloons and resorts in West Hammond and in Hammond, Ind. It created a sensation at one woman's club, where I read it, and at some of whose members it struck very closely, but it all served to awaken the public conscience. People began to inquire why the police didn't clean them out, and gradually all classes, especially the more ignorant, whom we were having difficulty in arousing, comprehended the true situation."

She began to be called a Joan of Arc when her forces chased the paving contractors away. As the police appeared insufficiently interested in governing the lawlessness in saloons and in suppressing resorts and gambling, she organized vigilance committees. In her own words these committees "used militant methods to drive them out." By this is to be understood, however, not hatchets, but big red posters pasted on the front of every dive in town. These advertised the names of the joint-keepers and bore the legend:

WARNING TO DIVES! THIRTY DAYS TO VACATE.
VIRGINIA BROOKS.

She gives this description of what followed:

"They threatened a variety of retaliation, and tried to embarrass the work by starting suits against me, but it only served to arouse the people more.

"For our part, we tried in every way to interest the courts and the prosecuting attorney, but we never could get an official to act against them. It seemed discouraging at times, and we even contemplated, in the event of ultimate defeat, to organize a rival town.

"No one knows how powerful such a ring organization can be until an effort is made to clean it out.

"However, the time came when every one was up and fighting and determined that West Hammond must be clean, courts or no courts.

"I told the people with all the emphasis I could command that they should rule, and, after studying over the situation, they, too, began to preach the same doctrine. We soon outnumbered the forces of the saloon- and resort-keepers—as the good citizenship does in every community."

Once this was accomplished, the campaign of publicity be-

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came a campaign of politics. A reform ticket was put in the field. It won with ease.

In reply to a request from *The National Municipal Review* Miss Brooks gives some account of the fruits of this victory:

"I have saved for the Poles nearly $21,000 on reductions of overcharged assessments. I have succeeded in ousting an old clique who for years had been grafting on the school board, and being elected myself to the office of president. This means that I will introduce into the neglected school manual training, domestic science, free night-school, free kindergarten, and a playground.

"I have established a settlement-house in Hammond, Ind., right across the State line, where the boys and girls have night-classes and where mothers who work can take their babies for care. There are some 32,000 Poles in this region, and the future looks to great achievement."

A writer for the Chicago *Record-Herald* gives further explanation of the reason for this victory:

"She has 'a way wid her' that would charm a bird out of a tree—a soft, suave, caressing voice that makes a man whom she's flaying think, 'She's all right,' but wait till he gets hold of the fellow that told her all these lies.

"'You don't want a grafter like Bylinski here as treasurer,' she will say to the meeting, sweetly and prettily—Bylinski is sitting within touch of her hand—'or a dive-keeper like Sponskowski,' and nods cordially in his direction."

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A PICTURE CRITICIZED AS SACRELIGIOUS.

Some of the religious journals denounce the cinematographic rehearsal of this part of Christ's story as peculiarly shocking.

THE LIFE OF CHRIST IN MOVING PICTURES

MOST STARTLING of all the enterprises of the cinematograph companies is that of portraying the principal scenes of Christ's life in moving pictures. To this end a New York concern recently sent a company of players and a moving-picture machine to the Holy Land, and the story of this peculiarly modern pilgrimage is told in the London *Graphic* by Mr. R. Henderson Bland, an Englishman who played the part of Christ. Mr. Bland states that at first he hesitated about accepting this strange offer, but his hesitation vanished when he learned that "authorities like Tissot, the great French painter, who spent twelve years in Palestine illustrating the Bible and making researches, would be followed in the presentment of scenes, and that every possible care would be taken by the members of the company to play the scenes with all possible reverence." Of some of his subsequent experiences he writes:

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THE BOY JESUS AND THE DOCTORS.

One of the photographs which retell the story of Christ's life, reaching thousands who are outside church influence.

"On occasions when it was necessary to use certain important thoroughfares, like the Damascus Gate, we had the assistance of the military and the police. The day we took scenes in the Via Dolorosa will remain an unforgettable memory with me. Huge crowds stood for hours in the blazing Syrian sun, and numbers lined the walls, and covered the roofs of the houses. The crowds round my carriage were so dense that police were told to keep the people back, and when I left the carriage to take up my position in the scene a way was made for me, and women stept forward and kissed my robe.

"After the scenes had been taken the nuns from the Convent of St. Veronica brought me cordials and invited me into their cool rooms, where I rested while they gave refreshment to the members of the company. I met and talked with priests of every denomination, and they congratulated me and the company on the way in which the scenes had been presented, and particularly on the reverent manner that every one had betrayed when working in the scenes. I have no space to tell of the wonderful day when the Crucifixion scenes were taken. All the European population of Jerusalem, and a good proportion of the native, came to the place where we were working that day. The sounds of mingled moans and stifled sobs that I heard when

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the elevation of the cross took place will haunt the untrodden regions of my mind for many years to come."

Some of the religious journals, however, are shocked by the idea of players enacting the scenes of the Crucifixion before a cinematograph camera. Thus *The Sacred Heart Review* (Catholic, Boston) speaks of it as "desecration," and *America*, a Catholic journal published in New York, says:

"The thought of it makes one shudder. . . . One can pardon the crude attempts of the Mexican Indians in their representations of Holy Week. They are prompted by motives of piety which may, of course, be sometimes mistaken in its manifestations, but this reproduction in cheap, and often vile theaters, of the most sacred scenes the world ever witnessed has no excuse of that sort. It is a money-making scheme and nothing else. Judas Iscariot, who profited financially by the death of Christ, still lives."

Is there "no limit to the audacity of the picture-makers?" asks the Pittsburg *Observer* (Catholic), which goes on to tell how "they were barred from the Passion Play at Oberammergau, and only a short time ago the Vatican authorities refused to consider an offer of a million francs to cinematograph a function there." *The Observer* adds this version of the happenings in the neighborhood of Mount Calvary:

"Through a liberal use of money the Turkish authorities were persuaded to permit photographers to take numerous scenes of Mount Olivet, David's Tower, and the gate of Damascus. But the temper of the people prevented the authorities from permitting the cinematographic apparatus operating in the vicinity of the Holy Sepulcher on Mount Calvary, where the Crucifixion took place. The men therefore staged their representation four miles north on a hill very similar in appearance to Mount Calvary. The day previous to their departure an attempt was made to take photographs of the sacred place. An enormous crowd had gathered at the entrance to the hill, but in the midst of the fezzes and other Oriental types, who dress much the same to-day as they did twenty centuries ago, a large number of persons in modern costumes started to raise umbrellas and parasols to protect them from the broiling sun, with the result that they completely spoiled the effect of the picture. The police made an attempt to remove them and a riot ensued, when the picture men abandoned the scheme and left."

THE NEW YORK "OBSERVER" SUSPENDS—The suspension of the New York *Observer* on account of financial difficulties moves many papers to expressions of regret that this stanch old exponent of orthodoxy must retire from the fight after holding its ground for eighty years. A writer in *The British Weekly* (undenominational) recalls the days when it was edited by Dr. S. Irenaeus Prime, and the Philadelphia *Presbyterian* speaks of its passing as it would of the death of an old friend. Journals of this type, *The Presbyterian* thinks, "are becoming more and more necessary, in order to withstand the persistent and insidious inroads of skepticism and agnosticism." Such an institution was *The Observer* that even in these days of heavy pressure on the secular editorial columns from three political parties and the doings of the New York police *The Sun* can find space for an essay on "An Old Friend in Straits":

"If there was time to take notice of much of anything in this rapid planet, a few of us, more than a few perhaps, would stop to regret that an ancient landmark of religious journalism, the New York *Observer*, seems to be less fortunate of late than it has always been deserving. Light of our fathers', of our fathers' fathers' eyes, we would not see it go out. A pillar of the undoubting faith of earlier and simpler days, it has come down to us through long generations of Morses and Primes.

"In the dark backward and abysm of time our grandmothers, with their beautiful caps on their kind old heads—that was before old ladies became extinct—their gold-bowed spectacles pushed up on their foreheads, blinked and dozed over the New York *Observer* in the summer afternoons. It was a kind of palladium. It was as safe as a bank and as respectable as a bishop. If we never read it, on that very account, it did us good. It lingers in the memory with the deliberate slow stroke of the grandfather's clock, the winding up on a Sunday night of that ruler of the hours. It was the temperate pulse of quiet lives, the visible exemplar of antique, austere moralities."

"TEAM PLAY" AMONG BALTIMORE CHURCHES

BALTIMORE IS UNIQUE in its coordination and cooperation in religious work, declares William T. Ellis, one of the editors of the Chicago *Continent* (Presbyterian), who believes that in this respect "it is an example to the whole country of what a municipality's churches can do." Especially is the oneness of Baltimore's Christian work illustrated, he remarks, by the present preparations for the comprehensive missionary exhibition, to be known as "The World in Baltimore," which is to open next winter, probably along the same lines as "The World in London" and "The World in Boston." But "instance after instance," he says, "can be cited of the relation of the churches to the general civic and religious enterprise," and he quotes the remark of a prominent Baltimorean, that "the church people run this city." He finds that the Y. M. C. A. in Baltimore "is closer to the churches than the average association, and it has kept strong in its distinctively religious functions." Of the "World in Baltimore" preparations he writes:

"The strong laymen of the city are behind this. The guaranty of something like $100,000 was promptly provided by these men, without a public appeal. The vastness of the task in no wise daunted them. They placed the headquarters of 'The World in Baltimore' in the offices of the Interchurch Federation—and Baltimore has a real Interchurch Federation—and are diligently at work preparing for the success of this huge missionary exposition. They have related it to the missionary interest in every congregation. One may see persons on the street-cars with missionary text-books instead of novels under their arms. Long a conspicuously missionary city, Baltimore means to get the most out of this opportunity."

Particularly interesting is what he has to say of cooperation by the organized charities:

"The 'team play' of which Baltimore is so notable an instance is illustrated in the charities of the city, all of which, by the way, are united in the Federated Charities, with an earnest Christian, Dr. J. W. Magruder, at their head. The Hebrew charities and the Roman Catholic charities are likewise in close cooperation with this central body. How it works with the local churches is illustrated by its confidential 'exchange of information.' At the central office is a list comprizing 80,000 names, accumulated since the '70s. In Baltimore the charitable bodies serve 20 per cent. of the population, and a third of this number by some form of material relief. Whenever a church has a call for aid from a needy family it communicates with the Federated Charities and learns whether the applicant is listed, and if so, what his history. This kind of cooperation makes impracticable the once profitable calling of drawing charitable relief from several sources at the same time. Incidentally, the local congregations are restrained from indiscriminate charity, and the evils that follow in the wake of this."

The following incident is told as picturing the spirit dominating the different denominations in their relations to one another:

"Dr. Finney told me how the Presbyterians had started a mission Sunday-school in a new suburb without knowing that the Episcopalians were also starting a school next door. At once the Presbyterians sought out their Episcopalian brethren and explained the coincidence. There was no feeling on either side, but the Presbyterians suggested that it would look better in the eyes of the world if there were not this seeming rivalry, and so they moved off to another quarter where they could do quite as good work."

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MOTOR-TRUCKS AND MOTOR-CARS

RECKLESSNESS AS A CAUSE OF ACCIDENTS

IT IS declared by *Motor Age* that a large percentage of the accidents to motorists in the streets of cities and towns occur without the slightest excuse for them. The causes beyond question lie in recklessness in handling cars. Joy-riding is responsible for many and many more are due to chauffeurs. Chauffeurs are notoriously reckless, owners driving their own cars are in the main careful. Drivers of their own cars are often put at the mercy of reckless chauffeurs, who are driving other cars, which owner-drivers are compelled to pass or avoid on the road. The writer of the article continues:

"So numerous are these accidents becoming in several cities, and so entirely uncalled for, that it creates a suspicion of fear with the owner who drives his own car and is competent to the extreme, but who endangers himself every time he goes about by not knowing what the reckless, irresponsible driver is going to do. It is not what the owner may or may not do, but what the irresponsible driver will do. He is the quantity to be feared. The driver who takes chances at night by not slowing up for street-car intersections, and eventually gets caught is an injury to the community and is as much an offender of the law as the person who makes himself a nuisance on the sidewalk and is arrested. There are nuisances on the public highway as well as in public parks, in public buildings, and in public thoroughfares. The police should use extra surveillance with such characters. It rarely happens that a reckless driver graduates in his reckless role in a single evening; he has had a long training career, and, while he has fortunately escaped accidents for months or perhaps years, it is only a question of time until his turn will come, because nothing else could possibly be his fate. With such cases it is possible for authorities to intervene before the fatal crash comes. Were such characters always alone the case would have a different appearance, but others entrust themselves into their hands, often with fatal results.

"The police of the various cities could do much to stamp out recklessness in driving. They see many examples, a large percentage of which pass almost unnoticed because the accident is missed by a hair's breadth on that occasion. If the present number of accidents increases the municipal authorities will be investigating, and harsher and more ridiculous speed laws and other regulations will be the result. It is not a question of more law, but stricter observance of the wording and spirit of the existing laws. There are nearly every day being committed in our cities foolhardy acts with motor-cars which warrant depriving the driver of his license for a period of 30 or 60 days. Deprivation is the one strong arm to reduce accidents. Accidents will also be reduced if a thorough investigation is made of every one, and if the guilty parties, whether injured or not, are punished by way of losing their license or cancellation of the car license for a short period. It is imperative on the motorists, and also on the police, to act in these matters. In one eastern State where the authorities have canceled owner's driving privileges or car license for accidents the results have been most satisfactory, and the example should be followed in other cities."

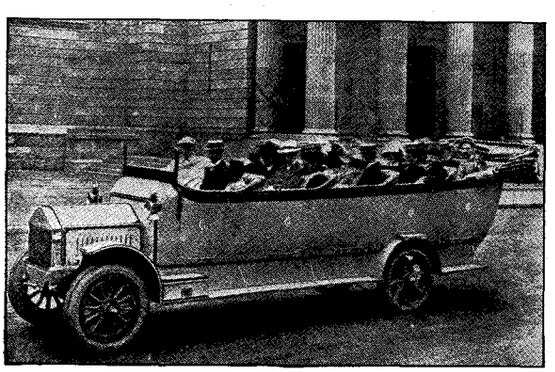
From "The Automobile."

AN EXPERIMENT IN THE RIVER SEINE WITH A CAR BUILT FOR FORDING STREAMS IN THE NORTH-AFRICAN FRENCH COLONIES.

From "The Automobile."

SCENE AT THE END OF A HILL CLIMB OUT OF THE OHIO VALLEY OPPOSITE WHEELING, W. VA.

Showing several of the cars that are taking part in a four-states tour organized by Indiana makers. The scene represents a halt made after the cars had climbed out of the valley and when they were soon to descend the other side of the mountain.



From "The Power Wagon."

FIVE-SEATED CAR NOW IN SERVICE IN SYDNEY, AUSTRALIA.

The car has two wind-screens; the front wheels have 7-inch tires, and the seating capacity is twenty. The car was made in England.

INEXPENSIVE GASOLINE PROMISED

A topic much to the front in motor periodicals is the recent marked advances made in the price of gasoline. *Motor World* does not despair, however. It believes that inexpensive gasoline is "still a possibility." An abundance of it may be had through proper methods of distillation. Crude oil properly treated is "capable of yielding much more gasoline than refiners now extract from it." Experiments already made by government officials promise eventually to secure some relief. The writer says in detail:

"Commercial gasoline, which is used universally as a motor-fuel, is a blend or mixture of three of the lightest distillates which are produced from crude petroleum and represents but 22 per cent. of the volume of the crude oil from which it is produced. The other 88 per cent. is made up as follows: Kerosene, 35 per cent.; distillate or fuel oil, 10 per cent.; lubricating and cylinder oils, 15 per cent.; vaseline, residuum and loss, 18 per cent. It long has been known that the heavier petroleum products, the kerosene and distillate which have chemical formulas more complex than the formula of gasoline, will, when heated to the proper temperature and protected from the atmosphere so as to preclude the possibilities of burning, 'crack'—that is, split up into two or more products with more simple molecular formulas, lower specific gravities and lower boiling points. The physical properties of these new compounds, when the cracking operation is carried on under proper conditions, are similar to the properties of gasoline and naphtha, and their behavior when used as fuel in internal combustion motors is identical with the behavior of gasoline. It naturally follows that, were the process of cracking the heavier oils perfected and practised, at least 45 per cent. more of the total volume of crude oil distilled would be available as gasoline, or as substances not substantially different from gasoline in behavior.

"Upon the way in which the cracking process is carried out, and the constituents of the retort contents, depend the physical properties of the products, so that by adopting certain temperatures and conditions a gas such as Pintsch gas or Blau gas is formed which readily can be liquefied by compressing under reduced temperature. The liquid products can be transported in the same way that carbon dioxide is transported, in pressed steel tanks capable of withstanding heavy pressures. These liquefied gases, altho not of the same consistency as gasoline, can readily be used as motor fuel.

"A process which should be looked upon as one possest of great possibilities of future development is that of liquefying the very volatile petroleum products which are contained in natural gas. The commercial possibilities of the latter process are pointed out at great length in a pamphlet entitled 'Liquefied Products from Natural Gas: Their Properties and Uses,' which recently has been issued by the United States Bureau of Mines."

So long as the present high prices are

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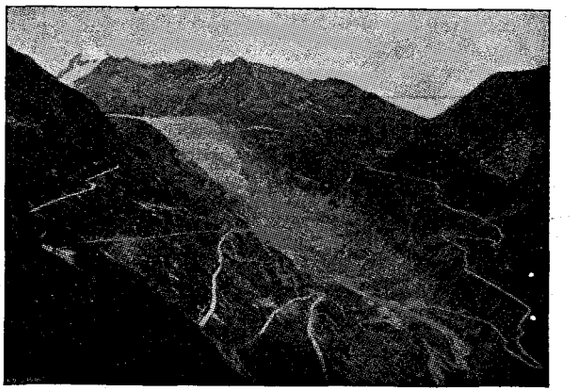
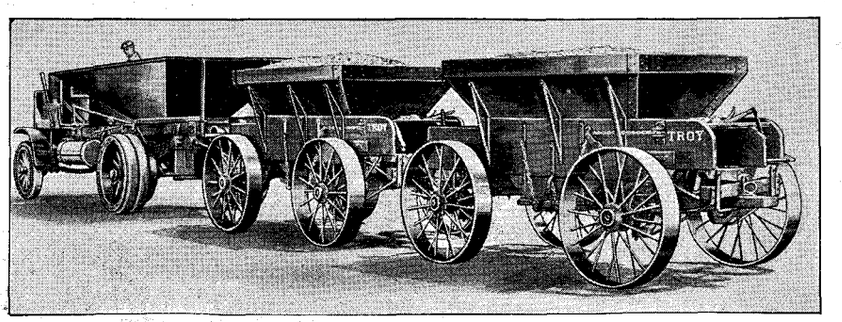
maintained it is feared that injury will be wrought to the gasoline motor-truck industry. The rise is declared by *The Horseless Age* to have already been "a godsend to the electric truck industry." In many cases an electric-truck as well as a gasoline one will do work satisfactorily; the choice between them rests largely on the question of first cost and operating cost. With the electric truck the supply of motive power "is not controlled by a trust," whereas with a gasoline one it is. Encouragement is already offered by electric central stations to owners of electric trucks, by charging low rates and giving them good service. It is declared by *The Horseless Age* that a rise of 20 per cent. in the cost of gasoline "places the gasoline truck at a great disadvantage, relatively."

Complaints of high prices come also from England. Matters have gone so far as to lead to a meeting for the purpose of entering protest. The manager of the chief gasoline industry in England was present at this meeting. *Motor World* says "he was overfull of kind words and other pleasant conversation worthy even of Standard Oil's own publicity bureau." Having made a gracious speech, he a few days later addrest his stockholders. He is said to have congratulated them on the price of gasoline having at last become "normal." Gasoline had long been sold at unreasonably low prices, but the law of supply and demand had at last brought it to a proper level. He therefore found great pleasure in announcing the declaration of an extra dividend of 10 per cent., the company having been in the habit for some years of declaring a regular dividend at 20 per cent.



From "The Horseless Age."

SECTION OF THE ALPINE ROUTE FOLLOWED IN A RECENT CONTEST FOR A CUP OFFERED IN SWITZERLAND.



TRAILER-TRUCKS USED IN ROAD-BUILDING.

A six-ton truck is hauling two trailers, each having a capacity of three yards. All are equipped with special dumping bodies. Two of these trains have been in use for a year in Sioux City, Ia. They have delivered an average of 44½ yards of material per day, traveling 3½ miles. Contractors estimate that at least ten two-horse teams would have been required to do the same work in the same time, the cost of the horses being twice as much.

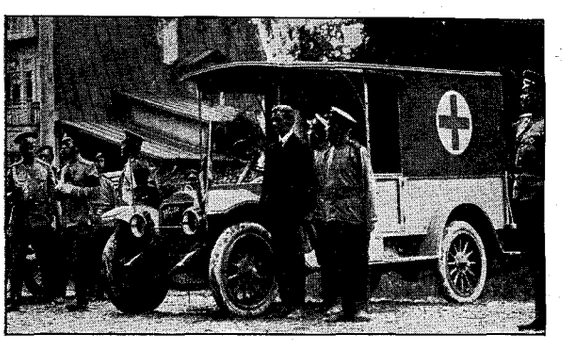
THE INCREASE IN EXPORTS OF CARS

Early in the year note was made of the increase in exports of American cars. The month of January indicated a strong trend in this direction, but it was found in April that the exports for that month exceeded those for January by nearly $200,000 in value. Reports that came to hand late in July for the month of May showed a still further advance, the increase over April being $686,000, and the total value of cars exported in April reaching $3,412,000. This is the highest total for any month on record. The total for May, compared with May, 1911, shows a gain of $1,555,000 or 83 per cent. Commenting on these figures, *The Motor World* says:

"Of the total valuation of the May, 1912, exports, $2,963,818 is represented by 3,009 cars, the remaining $448,972 being the worth of parts, which compares with 1,466 cars, valued at $1,513,547 exported in May a year ago, and parts listed at $343,879—a gain in number of cars of over 100 per cent. and in value of nearly 100 per cent. The average price of cars, however, fell from $1,032 in May, 1911, to $951 for the same month of the present year.

"Canada, as long has been the case, was the largest taker of America's automobiles, it buying 1,109 cars, valued at $1,352,856, and thereby increasing its April purchases by some $245,000. The next largest importer of cars from the United States was the United Kingdom, which found a market for a product valued at $465,722, running but little ahead of the next geographical division, British Oceania, which received $412,565 worth of automobiles.

"But one country recorded a loss, France showing a shrinkage of $22,942. The principal gains in order of magnitude were: British Oceania, $302,752; United Kingdom, $262,183; Canada, $245,751; Asia and other Oceania, $87,553. The record for the eleven months ending May, 1912, which is $23,179,285, indicates a total for the governmental year ending June 30 of more than $26,000,000."



SEEN AT PETERHOF, RUSSIA, AFTER A RECENT TRIAL OF MOTOR-AMBULANCES.

The second man from the left is the Czar. The ambulance under inspection is an American one.

THE MISTAKES OF BEGINNERS

Having in mind the large number of new and inexperienced motorists who are constantly swelling the ranks of car owners, these men being devoid of anything like real mechanical knowledge, Charles P. Klein writes in *Motor Print* of their many mistakes and how they might avoid making them. While many of these men in their own life-callings are often remarkably clever, they usually become quite helpless when first they undertake to drive a car. Indeed it is "astonishing the length of time it takes them to grasp even the basic principles of propulsion." Mr. Klein has seen eminent lawyers and other professional men, whose names "are almost household words," doing "the most foolish things in their first attempts to drive a car," while the process of instructing them in the art is often found to be very slow work. Not infrequently a man, after making his own futile attempts, calls in a qualified chauffeur.

These conditions were more true, however, several years ago than they are now, when the problem of driving a car has been simplified. The latest cars are so constructed that the difficulty of driving them is greatly reduced. Mr. Klein undertakes to point out to new owners some elementary information that will enable them to master their cars sooner than they otherwise would. He says:

"We will presume that the owner is in the garage ready for a journey. He has previously been initiated into the functions of starting and steering, and has some slight idea of the operations going on inside the engine. In the first place it is good practise for him to thoroughly go over the car to see that everything is in good shape. The tires should be tested to ascertain whether they are inflated to the correct pressure, and the gasoline tank, radiator, and oil reservoirs should be examined to see that the contents are sufficient for the journey. It is next advisable to examine all loose parts, such as spare wheels, lamps, tool boxes, etc., to make sure they are securely fastened, as very frequently these are lost owing to the vibration throwing them off when the driver's attention is concentrated on something else. All nuts, terminals, etc., should next be tested to see that they are tight.

"One of the greatest helps in starting an engine is to turn the gasoline on, yet even to-day the embryo motorist can be seen grinding away at the handle and becoming red in the face in his endeavors to start an engine into the combustion chambers of which no gas is flowing. Presuming the gasoline to be turned on and the carburetor

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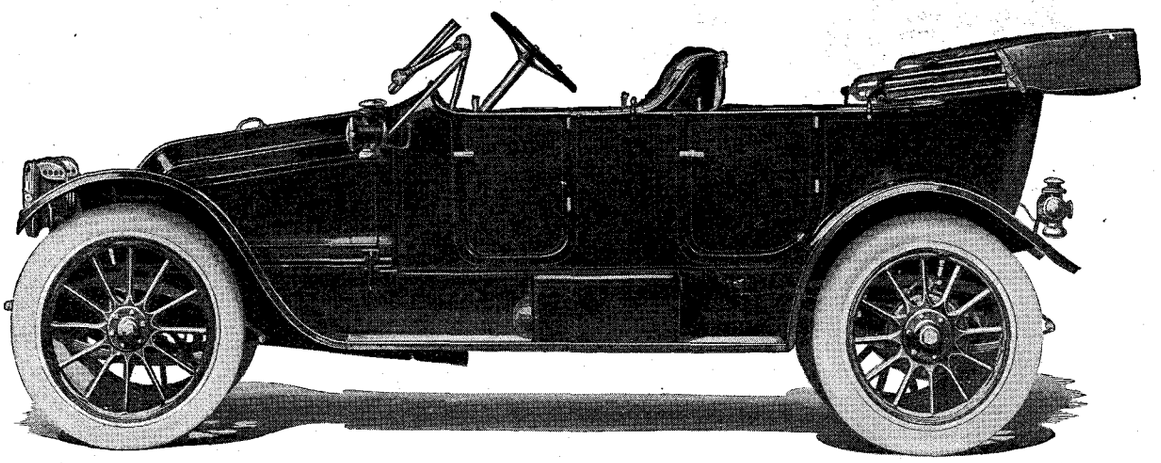

Franklin Thirty Horse Power Six Cylinder Model $2800

They Barred Us Out

The Quaker City Motor Club of Philadelphia conducted an economy run for motor cars, in April, open to all pleasure cars with the exception of air-cooled cars—and the only air-cooled car in Philadelphia is the Franklin.

What They Did

In the Quaker City Motor Club contest—open to water-cooled cars only—first prize for economy was awarded to a two-passenger car that used 2 gallons, 28 ounces of fuel and covered 61.8 miles. The average was 22.7 miles to the gallon.

What We Have Done

46.1 miles on one gallon of gasoline is the Franklin record made in an economy contest conducted by the Automobile Club of Buffalo open to all.

87 miles on 2 gallons of gasoline is another Franklin record made in an economy run held by the Automobile Club of America open to all.

Sales of Franklin cars in Philadelphia are 300% over sales last year.

Franklin economy records have never been beaten. They are the highest proof of the superior efficiency of the Franklin air-cooled motor. The world's economy record for motor trucks, 44/100 of a cent per ton mile, is held by a Franklin.

The 30 horse-power six-cylinder Franklin model is a new type of automobile—a small, light six. For two, four or five passengers.

The lightest, most compact, six-cylinder car built. Some sixes weigh nearly twice as much.

In a small motor (a big, heavy motor is not required in a light car) the smoothness and flexibility of six-cylinder construction are very pronounced.

The motor is air-cooled—the simplest type of construction known. There is no freezing in winter; no boiling and over-heating in summer.

The easy-riding of this car is remarkable. Full-elliptic springs and flexible construction are the main reasons.

And the size, weight and wheel base are just right for perfect riding balance.

Write for Little Six booklet **Send for folder "They Barred Us Out"**

FRANKLIN AUTOMOBILE COMPANY

Syracuse N Y

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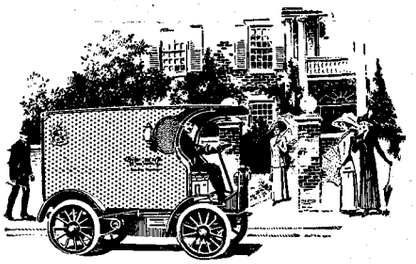

Does Your Delivery Service Advertise You?

Electric Delivery Wagons will give you a higher name and fame among the entire community.

The sight of an Electric Delivery Wagon is a positive relief—it is so clean, noiseless, dignified and efficient. It suggests to the public that the merchant who uses Electric Delivery Service is the sort of merchant to trade with.

This is ***one*** big advantage to you in using Electric Vehicles — the valuable amount of advertising which their use will bring you.

Electric Delivery Wagons Will Save You Money

One Electric will do the work of several horse-drawn wagons — hence you can make more and quicker deliveries. An Electric Delivery Wagon is not affected by the elements, heat or cold—it does not have to rest, one day in five, like a hard-worked horse.

An Electric consumes power only when actually in operation—hence it is economical for your kind of service. Any driver now in your employ can quickly and easily learn to operate an Electric—you don't have to break in new men to learn your routes.

Power for operating Electric Vehicles is cheaper than that for any other type—and it is constantly decreasing in cost. The original investment is well repaid by the superior, economical service.

Interesting literature about Electric Commercial Vehicles gladly sent. Write today.

Public interest and private advantage both favor the Electric

ELECTRIC VEHICLE ASSOCIATION OF AMERICA

124 West 42nd Street

BOSTON NEW YORK CHICAGO

(8)

MOTOR-TRUCKS AND CARS

(*Continued from page* 230)

flooded to facilitate an easy start, the driver should always make positive—and many serious accidents have been caused through this being overlooked—that the gear lever is in the neutral notch. This is a point that is very often forgotten, even by experienced motorists, and many accidents have been recorded, accidents through this cause several of which have had fatal results.

"When starting the engine the starting handle should never be pushed over the compression, as if this is done, the probability is that any backfire which may occur will have a serious effect upon the motorist's wrist or collar bone. The best practise to adopt is to grip the handle with the four fingers, doubling the thumb under so that it does not encircle the handle. If held in this manner, and a backfire occurs, the handle will merely be forced out of the fingers, and no damage will be done. The ignition should be retarded, and the handle quickly pulled upward against the compression. If the motor does not start, the handle should be turned until the next compression stroke comes and then pulled up smartly as before.

"When the engine has been started, the beginner is ready to take his first practical lesson in driving. Much attention should be bestowed on the art of gear changing, and altho this is more a matter of experience and not one on which there are any hard-and-fast rules, yet it is possible, if the greatest care is not exercised, to do a considerable amount of damage.

"The clutch should always be let in gradually and gently. Anything in the nature of a jerk should be avoided, as this has a bad effect on the whole mechanism. When changing gear, care is necessary to avoid bringing the edges of the gear wheel sharply into contact with each other while revolving at different speeds, which is unfair treatment and will tend to knock pieces off the teeth.

"To effect a good change the two wheels should be moved into contact at the moment when they are revolving at about the same speed. In order to obtain this uniform speed the engine should always be slowed on declutching, even when changing to a higher speed. In changing up to a higher speed, this should be done smartly on declutching, so that the car does not lose momentum. When the driver desires to change down to a lower speed, this should be accomplished more gradually, the car being slowed slightly for this operation by means of the throttle or brakes.

"The beginner on his initial runs should travel only in secluded thoroughfares and no speed over twelve miles an hour should be attempted. Great attention must be paid to steering, and the driver should practise turning, slowing down, and reversing until he feels he is absolute master of the car. The use of the gear, levers, and steering wheel becomes instinctive after a little while, wherefore the beginner must not be discouraged if at first it appears that he will never obtain complete control over his car.

"One great mistake the embryo often makes is to think he has mastered the car before he has done so. It is quite a different matter to drive in secluded thoroughfares than in crowded traffic, and many young motorists have been known to lose their heads in a moment of emergency, merely because they have been overconfident and eager to test the perils of the open road. The motorist, in common justice to other road users, should make quite sure that he is thoroughly conversant with every part of the control apparatus of a

(*Continued on page* 234)

Coating Tires With TIRENEW TRADE MARK

Cuts Down Tire Bills

Save your tires—don't let them rot. *TIRENEW* is a scientific preservative — a liquid unvulcanized rubber compound made of pure Para gum. Protects tires from water, oil and light —flows into cuts and waterproofs the exposed fabric, preventing decay and lengthening the life of the tire.

Makes Tires Look New and Last Longer

Apply *TIRENEW* weekly—It will produce maximum tire service and give your whole car a well groomed appearance. Insist upon getting *TIRENEW*—avoid imitations. Don't buy anything just because it makes your tires white. Get the genuine — *TIRENEW* — a rubber compound in enameled lithographed cans.

Made in 2 shades White and Tire Gray

Trial Can 25c

Ask your dealer—or mail us 25c for packing, etc., and we will send you a sample can of *TIRENEW* prepaid. Try it and you will use it. Don't delay—Get it today.

NATIONAL RUBBER CO.
4410 Papin Street
St. Louis, U. S. A.

Eat Your Way To Health

Then Eat More and Stay in Health

TYLER'S MACERATED WHEAT

DELICIOUS, APPETIZING, SATISFYING.

A perfect combination of macerated wheat, nuts, fruit and other wholesome foods. Possesses all the organic vitality your blood and nerves demand. Will aid digestion and give you a natural, normal appetite.

Send 2c stamp for Raw Food Book and Health Guide, or send 25c for Book and enough Food for Three Meals. Write today.

Byron Tyler, Food Spec'list, **71 Syndicate Bldg. Kas. City, Mo**

Nothing equals it to keep your car new

Because it is a vegetable oil soap, containing no free alkali or gritty substance, **Mobo** may be safely used to remove dirt and grease from any automobile and bring out the glossy finish.

The free alkali in ordinary soap destroys the lustrous finish—cracks the varnish and eats the paint.

Mobo *actually nourishes* the paint and varnish and preserves the highly polished surface of an automobile.

The sales of **Mobo** have increased greatly—that's the best proof *it's all right.*

Mobo is the only automobile soap that is actually good for the car.

Write for booklet "How to keep an Automobile Clean and Bright," sending us your dealer's name.

JOHN T. STANLEY
Maker of Fine Soaps
650 West 30th St., New York City

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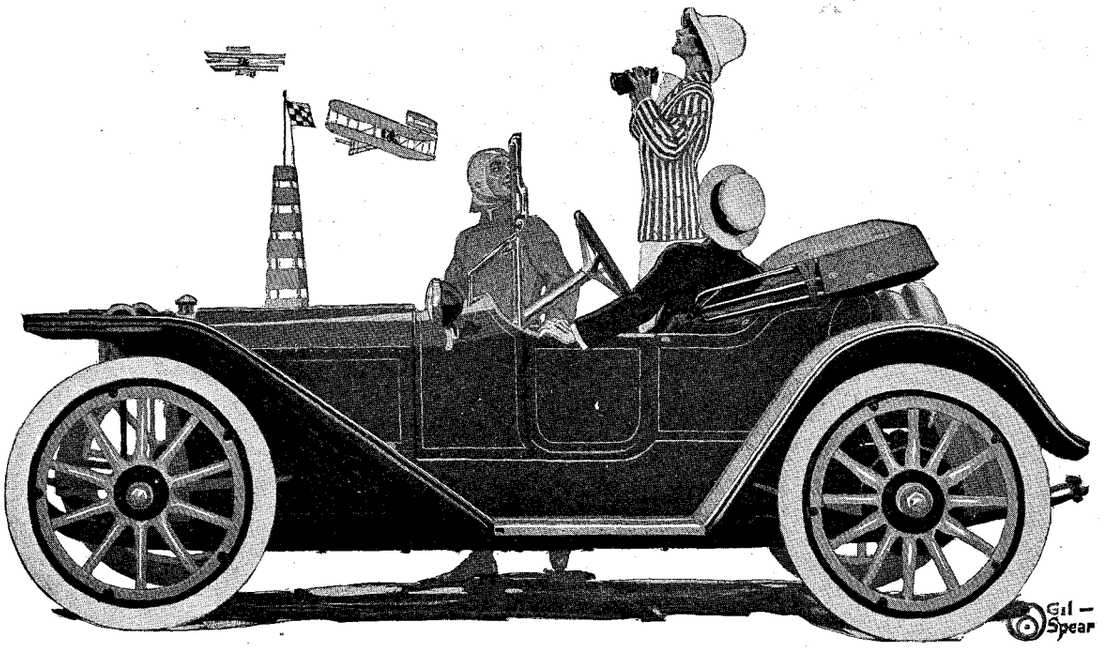

Self AMERICAN UNDERSLUNG *Starting*

NET SALES GAIN 194% over corresponding 11 months of previous year.

The American Scout (Type 22A)—$1475
Fully Equipped

Strictly a two-passenger car. Motor, four cylinders, 5-in. stroke, 3¾-in. bore. Wheel base 105 inches; tires 36x3½ inch; front and rear on Q. D. demountable rims.

$1475 includes regular equipment as follows: $50 Warner speedometer; fine plate glass wind shield; Disco self starter; electric dash and tail light supplied by a large storage battery; gas head lights supplied by Prestolite gas tank; fine mohair top and curtains; high tension magneto and storage battery with coil: one extra rim; combination circular tire holder and luggage box; horn, jack, tools and tire repair outfit.

NOT SILENT — but "a sound so faint one can scarce distinguish it from silence."

THE AMERICAN SCOUT is the world's motor car *unique*. It is a rare combination of the best and choicest of everything. It has beauty and strength, power and grace, comfort and charm, all harmoniously rolled into one of the most exquisite little motor cars the world has yet produced. It is an exceptional car. And yet, instead of being exceptionally high priced, it is unusually low priced.

In action this car is a perfect wonder. On "high" it throttles down to a slow, steady gait. Instantly it will jump to 40 miles an hour without the least bit of effort. It fairly sails—smoothly, swiftly and sweetly—while you hear nothing but a gentle, faint hum, to remind you of the fact that beneath the graceful hood is abundant power.

Unlike the average car of short wheel base, it rides beautifully. No jarring or jolting. No quivering or shaking. Not a particle of vibration. Just lots of comfort and loads of ease. There is an indescribable and fascinating charm in the "American Scout" which has never before been attained in any automobile short of the immense touring cars.

The "Scout," like all of our models, is built on the famous "American Underslung" principle, which makes possible additional safety, economy and comfort.

The low center of gravity means *safety* and added comfort.

The straight line drive means *less wasted power*.

The larger wheels mean easier riding, tire economy and *maximum road clearance*.

The "American Underslung" frame permits the direct and practical introduction of all these distinct and exclusive advantages.

The "Scout" is priced at $1475 and comes fully equipped. All of this equipment is listed above. The "American Underslung" accessories for 1913 are the very finest made.

This car is being made in a very limited quantity. We advise you to see the "American" dealer in your locality just as quickly as possible. It will insure you of an early and prompt delivery. Make it a point to enjoy a "Scout" demonstration. It will certainly be worth while.

We will be glad to send you a 1913 catalog on request to our factory. Address Dept. S.

The "American Traveler" (Type 56A), Fully Equipped—$4500

Six passengers. Motor, four cylinders, 5⅜-in. bore, 5½-in. stroke Wheel base 140 inches; tires, 41x4½ inch, front and rear on demountable rims.

$4500 includes regular equipment as follows combination electric lighting dynamo and self starter, all five lamps electric ($350.00 outfit), $90 Warner clock combination 100 mile speedometer, fine plate glass wind shield; fine mohair top and curtains; high tension magneto and storage battery; two extra rims; shock absorbers; foot rest; robe rail; horn; jack, tool and tire repair outfit.

The "American Tourist" (Type 34A), Fully Equipped—$2350

Four passengers. Motor, four cylinders, 4¼-inch bore, 5-inch stroke. Wheel base 118 inches; tires, 37 x 4 inch; front and rear on Q. D. demountable rims.

$2350 includes regular equipment as follows: electric light dynamo outfit complete with generator and storage battery supplying five lamps; $50 Warner speedometer; fine plate glass wind shield; Disco self starter; fine mohair top and curtains; high tension magneto and storage battery; one extra rim; shock absorber; robe rail; horn; jack, tool and tire repair outfit.

American Motors Company
Indianapolis, Indiana

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"Foolish dependence on rubber alone may make you liable for criminal negligence."

Consider the safety of the occupants of your car—consider the safety of other road users. Even if you don't value your own life, what right have you to imperil the lives of others?

Weed Chains absolutely prevent skidding—then why don't you put them on?

Weed Chains

are attached in a jiffy without the use of a jack or other tools—are **free to creep**—continually shift their position on the tire. **Cannot injure tires** because they **do creep.**

Manufacturers will not guarantee their tires, when tire chains are used, unless the chains are "free to creep."

Insurance Companies strongly advise their use on every car they insure.

At All Reputable Dealers

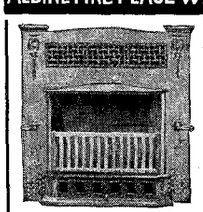
ALSO USED ON THE FRONT WHEELS
Weed Chains give comfortable, easy steering—no cramped fingers, no cramped arms, no sore muscles.

Out of car tracks, ruts, snowdrifts and heavy going, just like steering on smooth roads. Try them and be convinced.

WEED CHAIN TIRE GRIP CO., 28 Moore St., NewYork City

Standard Dictionary superiority quickly becomes plain to the man or woman who investigates.

Send for the ALDINE BLUE BOOK and see how the ALDINE FIRE PLACE will heat your house.



Saves 80% of the heat wasted up the chimney by all other grates. Economical to operate.

Burns any kind of fuel.

Keeps fire over night.

Requires no special chimney construction. Made for old houses as well as new.

Satisfaction guaranteed or money returned. 60,000 now in use.

RATHBONE FIREPLACE MFG. CO.,
5908 Clyde Park Ave., Grand Rapids, Mich.

SEND 20¢ FOR MINIATURE BOTTLE

50 Times the Strength.

The most exquisite perfume ever made. Lasts 50 times as long as ordinary kinds. A new process, gives only pure distilled odor of flowers (not diluted with anything). Don't use a drop—Just touch the long glass stopper to clothing.

In Cut Glass Bottle in Polished Maple Case, $1.50, at dealers in perfume or sent postpaid on receipt of price. Odors: Lily of the Valley, Violet, Rose. Crabapple, Lilac.

Money back if not pleased. Send 20c and druggist's name for miniature bottle (prepaid).

PAUL RIEGER
297 1st St., San Francisco, Cal.
Maker of High Grade Perfumes

Rieger's Flower Drops

MOTOR-TRUCKS AND CARS

(*Continued from page 232*)

car before he risks his own safety and that of other people by driving on congested roads.

"One of the greatest mistakes on the part of car drivers, both new and old, and one which is responsible for more trouble perhaps than any other, is the curiosity which is inherent in nearly every human being. In the small boy it takes the form of removing the works of his first watch, with the result that it never goes again, or, at least, as well, and with many motorists it takes the form of a burning desire 'just to have a look inside and get the hang of things.' It would not be so bad if this remained at only a look-in, but the amateur during a rainy Saturday and Sunday will innocently take the carburetor to pieces and mix these with parts from the magneto, and then, warming to the work, will start in dead earnest and have most of the interior of the engine out for inspection.

"In 'reassembling' his troubles commence. When everything has been put more or less in the position in which he fondly imagines he found it, several mysterious bolts that were apparently in the engine by accident are left without a home. He consoles himself with the thought that perhaps their function was unimportant and gaily commences to start up.

"The long and short of it is that the magneto refuses to deliver a spark, and if it did, the tender feelings of the carburetor have been upset to such an extent that the right mixture is not forthcoming. This means the first fall into the repairer's hands, and altho he will get the engine running again, yet it is possible that the fine adjustment of the carburetor, etc., when it was first sent from the manufacturer's will never be quite regained. The manufacturer usually pays for all of this and receives stinging letters about faulty workmanship, etc.

"The newcomer should never load his car with a needless amount of impedimenta. I have many times seen cars laden with a quantity of spares and accessories that would never be used and which only resulted in imposing unnecessary wear on the engine and tires. The new motorist, in the exuberance of possession, usually wants to take all of his friends for a ride, and a four-seater is often made to carry six passengers. This should be avoided, as the manufacturer, in constructing a four-seater, does not make it of the same strength as a car intended to seat six or more passengers. The additional weight on the springs and tires, even tho they may not fail under this load, is not conducive to their best interests, and if persisted in will sooner or later result in a fracture."

THE LONDON MOTOR 'BUSES

Increase in the use of motor 'buses in London still goes on. The General Omnibus Company already operates a fleet of about 600 in the streets and environs of London, but it has plans under way for an extension of its operations. These plans call not only for a large increase in capitalization, but for a reorganization likely to result in the formation of a new company. *The Motor World* says:

"This change was forecast a few months ago when the so-called Speyer group, which controls all the underground electric railways in the city, acquired control also of the London General Omnibus Company, the proceeding taking the form of the transfer of securities of the Underground Electric Company in exchange for omni-

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bus stock, the Speyers thereby obtaining 94 per cent. of the Omnibus company's capital.

"Under the new scheme, the new London General Omnibus Company will be capitalized at $6,250,000 in ordinary shares of $50 each. There also will be issued the following debenture stocks: $6,500,000 in 4½ per cent. first mortgage stock and $8,750,000 in 5 per cent. income stock, making the total capitalization $21,250,000. In addition to ordinary old stock outstanding to the amount of $6,000,480, the present company has the following prior charges: $1,955,400 in preferred stock, $1,500,000 in 4 per cent. debentures, $750,000 in 5 per cent. 'B' debentures (repayable at 110), and $1,020,250 in 5 per cent. 'C' debentures, the total being $11,226,130.

"Under the scheme of reorganization which has been proposed, holders of preference shares and of various classes of debentures are offered to be paid off in cash or to be reinstated in the new company by being given holdings equivalent to those they relinquish. In either case, the option of either 4½ per cent. first mortgage stock or 5 per cent. cumulative income stock being given, the stock selected is to be taken at the price of issue to the public. Holders of ordinary stock will receive a cash dividend of 10 per cent., payable out of accumulated profits, and the stock will be purchased from the liquidator at the rate of $1,375 per $500 of stock."

INCREASES IN REGISTRATION

The most accurate signs of growth in the motor industry are found in the returns of registration compiled in various states. The latest of these that have come to hand are from Massachusetts, Pennsylvania, and Wisconsin. Massachusetts, for the first six months of the present year, reports total receipts exceeding those for the same period in 1911 by $110,667. Moreover, these figures for six months in 1912 exceed those for the entire previous year by $9,039.22. Last year the number of cars licensed was 38,907; for the first six months of this year alone the number was 40,833. The increase has been general among all classes of motors. For example, motor cycles for the entire year 1911 numbered 3,658; for the first six months of this year they numbered 3,759. The number of manufacturers and dealers shows similar increases. In 1911 there were 807 of these; for this year the returns already show 1,027. Other points in the returns are as follows:

"That there has been a steady growth in the number of commercial vehicles sold throughout the State is shown by the figures for these. In 1911 there were about 2,000 trucks registered. This year a distinct tabulation is kept on these vehicles and up to July 1 there had been registered 3,100 such vehicles.

"This shows a gain of about 35 per cent. That there would be more sold if there had not been the agitation to keep such vehicles off the road by hostile legislation, but which fortunately did not pass this year, is the opinion of some dealers. Some of the men who now own trucks have said that until reassured that commercial vehicles would not be legislated off the road they would not invest in more equipment.

"In the number registered this year are many old cars that have been turned into delivery wagons. They come under the truck rating, but not being built originally for the heavy truck work they will ast but a year or two under the hard serv-

Dorset
A STYLE that has the endorsement of those whose opinions on dress are considered authoritative.
It's an ARROW COLLAR
2 for 25¢
Send for booklet
CLUETT, PEABODY & COMPANY
461 River Street, Troy, New York

A New Furnace Built on New Principles

Ordinary heating methods are slow. Old style furnaces are built too high. Steam and Hot Water take hours to produce heat as against minutes by this new heater. Note low height, proper elevation of heating pipes.

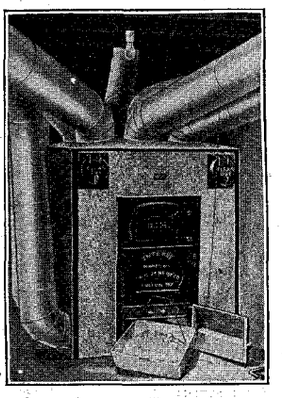
Investigate at once the Intense Furnace

"All that the Name Implies"

Its distributed draft and patented check damper insure fuel economy. The surfaces are self-cleaning; no dust or soot can accumulate or get into living rooms. It has vast radiating surface; a simple hot water attachment; a knocked down square jacket and other features experts appreciate. Note portable ash pan—a great convenience. 2 sizes for ordinary requirements. Arranged in batteries for larger buildings.

Send us Architect's or Dealer's name and ask for booklet and full particulars. We will send free a "Physician's Treatise on Warm Air Heating and Ventilation."

The G. J. Emeny Co., 56 Hubbard Street, Fulton, N.Y.



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TOBACCO THOUSANDS SWEAR BY

Famous Edgeworth Tobacco Now Made Ready-Rubbed—Write for "A Pipe's Own Story," FREE

EDGEWORTH TOBACCO has a legion of loyal smokers. If you know one ask to try a pipeful. If not, just get a package and learn a new delight.

It's such a smoke as you've always wanted, but have begun to fear you'd never get, is Edgeworth in its new form, all READY-RUBBED for the pipe—or Plug Slice.

The ground can yield no finer Burley-leaf than Edgeworth is made from. There's *never* a bite for the tongue. The aroma is tempting—the flavor amazingly delightful and your first pipeful leaves you in pleasing anticipation of your next smoke.

EDGEWORTH EXTRA HIGH GRADE READY-RUBBED

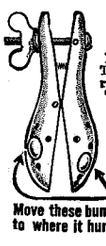
Smoking Tobacco, 10c

So sure are we of Edgeworth that we *guarantee* it—and will refund the purchase price if you're dissatisfied. READY-RUBBED in 10c cans everywhere and in $1.00 packages—Plug Slice, 15c, 25c, 50c, $1.00—or mailed postpaid on receipt of price, if your dealer has none.

"A Pipe's Own Story," No. 1—FREE

Recently published—a most captivating story, published by Mr. Pipe itself—the first of a series of "Pipe Tales." A booklet every smoker will enjoy. *You* will want the whole series. Write us today for "A Pipe's Own Story," No. 1, and we'll mail it to you FREE of charge.

LARUS & BROTHER CO.
(Established 1877)
Also manufacturers of Qboid Granulated Plug Smoking Tobacco.
5 South 21st Street, Richmond, Va.



Feet Hurt?

Is it worth while to have **comfortable feet?** To forget **stinging, throbbing aches?** You can remove all shoe troubles forever with

The Family Shoe Stretcher FOR MEN AND WOMEN

The greatest device of the age for the feet. Prevents and cures corns, bunions, and tender spots without medicines or mussy applications. **Makes your shoes fit perfectly.** Produces absolute ease and comfort. Lasts forever. Endorsed by physicians. Send for full particulars with list of the best things for foot comfort free.

Move these bumps to where it hurts. **THE PEDICURE CO., Dept. 22, Buffalo, N. Y.**

ice and so they will be displaced by real trucks.

"With the State receiving $513,201.67 to date and considering what will be received from fines this year in addition to the total from motor-trucks, it is estimated that the receipts this year will easily go over $550,000 and they may even reach as high as $600,000.

"The following table shows the increase in the motor industry in the Bay State during the past year:

	Year 1911	To July 1, 1911	To July 1, 1912
Automobiles.....	38,907	32,212	40,833
Motorcycles.....	3,658	2,854	3,759
Mfrs. or dealers..	870	783	1,027
Operators.....	11,061	6,370	7,939
Operator renewals	25,345	21,079	24,388
Chauffeurs.....	4,183	2,241	2,702
Chauffeur rnwls..	11,361	7,157	7,771
Examinations....	6,137	3,321	3,736
Com. vehicles....	*2,000	*1,500	3,100
Total fees.....$	504,162.45	$402,524.42	$513,201.67

* Approximately."

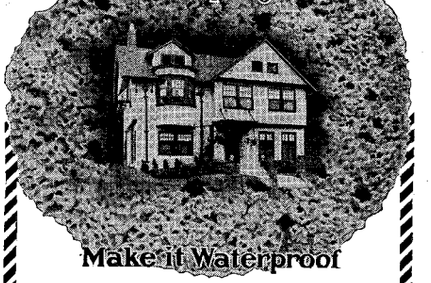
The report from Pennsylvania, which is for less than half the present year, shows a record which "breaks all previous registration." In June the receipts of the Highway Department for licenses and registration fees had reached $500,000. This money, however, will not be at once available for the improvement and maintenance of roads. At the next session of the legislature it is expected that a bill will be announced, providing specifically that it and all similar fees be used for road purposes. From past years the funds collected and still available amount to about $1,000,000.

PERSONAL GLIMPSES

A WOMAN LABOR-LEADER

THE women's clubs once invited Miss Josephine Casey, of Chicago, and another young woman connected with the labor unions to attend their national convention. Miss Casey and her friend had never attended such a gathering—they were used to going to labor-union meetings in dingy halls—but, wishing to present the cause of their followers to the dignified women of clubdom, they went. The leading clubwomen were disappointed when they saw Miss Casey and her fellow unionist. They had expected to see fierce-looking amazons much given to chewing-gum and to "rats" and puffs of the ten-cent-store variety. "Why, you're not typical working girls," commented one woman after another to Josephine Casey and her friend, who happened to be a representative of the glove industry. Some of the delegates, not being familiar with the up-to-date type of American working girl, could hardly believe the two guests were from the ranks of labor. When some one across the dinner table began,—"Why, you're not typical,"—Miss Casey, whose Irish sense of humor is one of her dominant characteristics, turned to the other girl with, "Stick your knife in your mouth. They expect it." Miss Casey is said to be one of the ablest and most successful woman labor-leaders in the country, which must be true if we are to believe what Inis H. Weed writes

Does Your Building Absorb Water Like a Sponge?



Make it Waterproof

With **Stone-Tex,** the Liquid Cement Coating for Stucco, Concrete, Brick and Masonry.

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Applied with a Brush

Beautifies disfigured walls. Gives uniform, even color. Fills hair cracks, becomes part of wall. Absolutely dampproof. Weather resisting. An artistic flat finish hard as flint. Variety of colors.

FREE Color Card with valuable suggestions mailed on request. For its artistic value, use **Stone-Tex.** For a paying investment, use **Stone-Tex.** If you are troubled with damp walls, basement, interiors, write for Free expert advice.

KAHN Building Products TRUSSED CONCRETE STEEL CO

Trussed Concrete Steel Co.
136 Trussed Concrete Bldg., Detroit, Mich.
Waterproofings, Damppoofings, Technical Paints

How to Accumulate $1,000.00

Not a difficult thing to do. Buy one of our Easy Payment, Profit-sharing 5% Coupon Trust Bonds, paying interest semi-annually, and issued in denominations of $1.000, up.

Write now for our Free Booklet De Luxe

It describes our new method of saving.

GUARANTEE TRUST AND BANKING CO., Atlanta, Ga.
Bond Department Established 1899.
CAPITAL $500,000.00.

NO MONEY

Just ask for a generous trial bottle; "3-in-One" cleans and polishes all veneered and varnished surfaces; saves old furniture. Write 3 IN ONE OIL CO., 42 YM. Broadway, N. Y.

THE ELECTRIC RESPIRONE
REG. U. S. PATENT OFFICE

Instantly Relieves

HAY FEVER

(Formula A-3)
Respirones also furnished with Batteries

THE application of medicine in a volatile form, directly to the mucous surfaces of the Respiratory Tract, is the latest and most successful achievement in the treatment of Hay Fever and similar affections. By this method there is deposited upon the membrane of the Nasal Cavities, Bronchial Tubes and Pulmonary Organs, a coating of soothing and antiseptic medicine thus alleviating congestion and inflammation.

The Respirone is approved by all physicians who have seen it in operation.

Recommended for Catarrh, Colds, Asthma, Hay Fever, Tonsilitis, Bronchitis, etc., each of these diseases having its own specific formula.

If not fully satisfied after ten days trial, return instrument at our expense and entire purchase price will be refunded. Write for booklet.

The Electric Respirone Co.
521 Penn Building Cleveland, O., U.S.A.

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about her in *The American Magazine*. We read:

Ten years ago Josephine Casey had charge of a station on the Chicago Elevated Railway. When its men employees began to organize a union they never thought to include the girls. So Josephine Casey suggested,—"We'll just organize one of our own." They did. She was their leader and the company granted their petition for better pay as well as that of the men.

Then, two years later, she established the comradeship of workers between the girls and the men by persuading the girls to refuse a second advance in wages until the men's second petition for increased pay should be granted. Far-sighted, she saw almost at once both the spiritual and economic value of solidarity.

At last, it was announced in the joint meeting of men and women employees that the company had decided to increase the men's pay, but not the girls'. Naturally, the girls protested, but some of the men were afraid to refuse this offer lest a raise might not be granted them again. Were they going to forget the personal sacrifice the girls had made? At the critical moment when their chance was trembling in the balance, Josephine Casey saw, by some flash, the company's purpose, to start dissension in the Union. Instantly she rose from the secretary's chair and said,—"I move that this offer be not accepted and the meeting adjourn. All in favor rise!" At the suggestion of her uplifted arms every man rose to his feet. Out in the street they said,—"What'd we do that for? She isn't the president."

The next day an official came to her station and said,—"You've gone a little too far this time. Do you think you own this road?" "The votes are what count. They voted with me, and they'll vote with me again," was her reply. She had been rash, but the crisis justified her action. It won every girl on the road an increase of 10 per cent., and strengthened the comradeship of workers.

The women's clubs heard of this young labor-leader and asked her to attend their national convention, to represent women in industry. Slender, graceful, with simplicity of taste and a feeling for line, there is always a certain distinction about her even in a $7.50 suit.

She is helping thousands of men and women to become what Lincoln Steffens calls "spiritually organized." Her first task as organizer is welding together immigrants of many nations and conflicting prejudices. During the big protracted garment-workers' strike in Cleveland the settlement people used to say,—"Miss Casey is conducting this strike in seven languages and dumb crambo. All the Italian girls can say is 'Meesa Case! Steeck togetha! Yes, steeck togetha!'" Her success in pulling with varied people may be gaged by the love the Jews bear her on New York's East Side. They have adopted Josephine Casey by translating her first name. "Yoshke" they call her.

One must live through a strike to appreciate the strain of her work. She must first do everything in her power to make clear to the employer the position of the workers, also her position as a representa-

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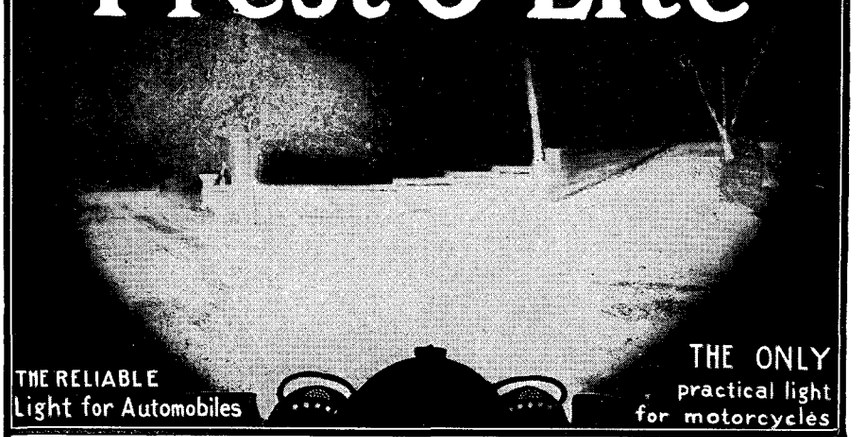

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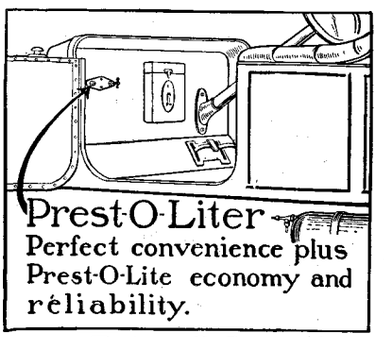

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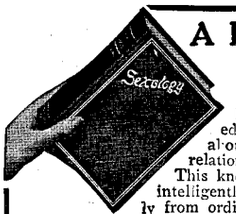

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tive of the International Garment-Workers' Union—that she comes to help negotiations, not to hinder. Courage must be breathed into wavering strikers. A cheerful face must be kept while the most timid return to "scab." She must urge and urge again the folly of needless violence. Upper- and middle-class prejudice must be faced. There is the heartsickening task of trying to get the truth of the strike situation before a public in the hands of a capitalized press. There are funds to be raised and harmony to be maintained. If the strike draws out into weeks and months there is suffering to face (always Josephine Casey's sympathy keeps her poor), and then comes the heroic work of heartening discouraged human beings to stand firm.

A heavy task, indeed, for one frail pair of shoulders, but there is the recompense of knowing that these struggles secure to men and women better wages and better conditions under which to work. Whatever success this young labor-leader has she always attributes to the garment-workers themselves, for the secret of her courage is her faith in people.

TINKER, PINCH HITTER

DURING the early part of Joseph Bert Tinker's baseball career things did not run very smoothly, the famous "Cub" pinch hitter himself tells us, in an interview with W. E. Whiston, a representative of the Pittsburg *Leader*. Tinker was sold for three dollars back in 1896, and that after he had been playing regularly for two years! He was playing third base for the John Taylors, an amateur team in Kansas City, and his fielding and throwing enabled him to hold his position, for at that time he was not distinguished as a "walloper," even in small company. The manager sold him to Hagen's Tailors, with whom he played one whole season, afterward joining a team which represented a sporting-goods house in Kansas City. Of the work which carried him from this obscure position to a place in the Chicago National League team Tinker says:

Johnny Kling, who afterward became a catcher in the big league, and who has often been termed the peer of all catchers, was also with this team. About the middle of the season Claude East—to whom, by the way, I owe my chance for making the big league—picked up a team to represent Parsons, Kan., a town which is really on the map. We played on the cooperative plan, share and share alike. The usual division was about $1.25 for each man per game.

If it rained on Saturday and Sunday most of us would have to go hungry during the week. One day we got a game with a team located in a town about twenty miles from Parsons. We wired the manager that he would have to send $11 to defray traveling expenses. He wired it all right. And when the bunch saw that bankroll, which in those days looked pretty large, they decided that we would beat it on a freight train and split the $11.

About ten miles out the brakeman put us off, and then and there the Parsons cooperative team disbanded for life. I went to Coffeeville, Kan., where Johnson, who

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is now pitching such a star game for the Senators, was holding down the ground. I was made captain, and in a series of three games against the Kansas City Blues of the American Association, I made seven hits.

At the close of the season I was recommended to George Tebeau, who had the Denver team, joining them in the spring of 1900. I had always played third base, and Tebeau put me on second. The result was that I was released.

John McCloskey, former manager of the St. Louis Nationals, was then holding down the same position with the Great Falls, Mont., team. He signed me up, but in five weeks traded me to Helena. Out there they have split seasons. The team winning the championship of the first plays the victor of the second half. Helena and Great Falls were the winning teams, and the papers out in that section were kind enough to say that it was my hitting which won the championship in each instance.

When I struck Great Falls, by the way, I had one lone dollar. A shave, a haircut, and a meal landed me at the ball grounds broke. I was lucky enough to drive out a home run which won the game. Up to this time Great Falls had lost nine straight. The crowd was so enthusiastic over this victory that some one immediately took up a collection which netted me $8.50.

John Grinn of the Portland Pacific-Northwest League got hold of Tinker, and it was while the famous "swatter" was playing third base for Portland that a scout for the "Cubs" discovered him. Tinker signed up with the Cubs in the fall of 1901, and at the beginning of the next season he was placed at shortstop by Frank G. Seeley, the manager, who already had a strong man at third. Tinker has been playing at short ever since.

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His Job.—"What are the principal activities of the official position our friend occupies?"

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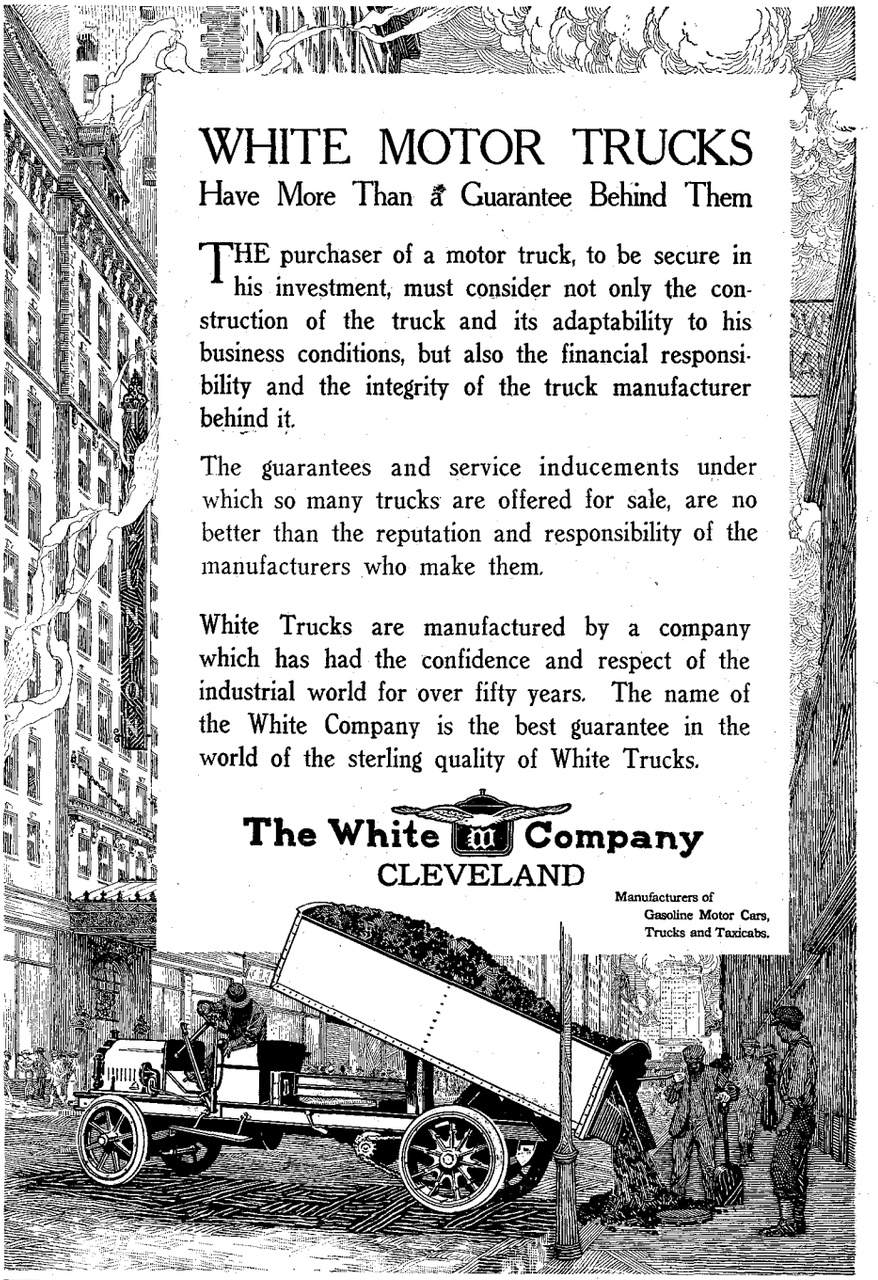

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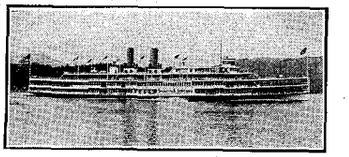

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[redacted]

Devotion.—WIFE—"Don't you think my new gown is lovely?"

HUSBAND—"Yes, but what did it cost?"

WIFE—"Ah, I never think of cost so long as I please you."—*Fliegende Blaetter.*

A Misfit.—"Wealth has its penalties," said the ready-made philosopher.

"Yes," replied Mr. Cumrox. "I'd rather be back at the dear old factory than learning to pronounce the names of the old masters in my picture-gallery."—*Washington Star.*

CURRENT EVENTS

Foreign

July 27.—Capt. Ejnar Mikkelson, Danish explorer, and Engineer Sversen, who left two years ago on a trip across Greenland, and who were believed to have perished, arrive at Aalesund, Norway.

July 28.—Mutsuhito, for forty-four years Emperor of Japan, dies at Tokyo.

July 30.—Yoshihito, son and successor of Mutsuhito, the late Mikado, issues an edict proclaiming his accession to the throne.

Domestic

WASHINGTON

July 26.—The House Excise Bill, providing for a 1 per cent. tax on individual and partnership incomes of more than $5,000 a year, and supplementing the corporation tax, is passed by the Senate.

July 27.—The Senate passes the Lodge-Bristow Bill reducing the sugar tariff thirty cents per hundredweight.

July 29.—The Democratic minority in the House refuses to consider the Senate's wool, sugar, and excise measures.

August 2.—President Taft is formally notified of his renomination by the Republican party.

GENERAL

July 26.—Eight Detroit Aldermen are arrested for taking bribes.

July 28.—Judge E. B. Dillon, Republican nominee for Governor of Ohio, withdraws from the ticket because, he says, the party is divided in that State.

July 29.—Ex-United States Senator William D. Washburn, of Minnesota, dies at Minneapolis.

A strike of motormen and conductors on the Boston Elevated Railway, which lasted nearly two months, and is estimated to have cost more than a million dollars, is ended by an agreement of the company to accept the terms of the strikers.

IT seldom happens that a tribute to one worker for humanity does wrong to another, but one of our readers writes us that in crediting Miss Julia Richman with introducing the eye-examination of New York school children, injustice was done to the memory of Dr. Paul Hoffman, who preceded her in this work. Dr. Hoffman, we are told, not only began the ocular examinations, paying for the glasses out of his own pocket, but supplied crippled children with crutches and other orthopedic appliances. After his death, in 1893, it came out that half his salary went in charities to the school children. The error in the paper we quoted has thus been of service in bringing back to memory the good done by one who should not be forgotten.

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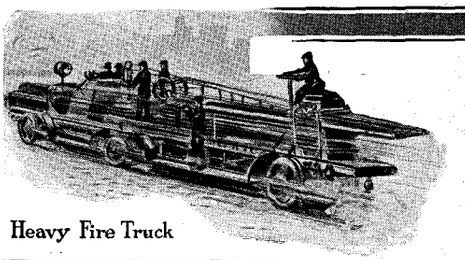
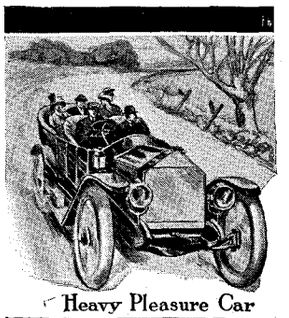
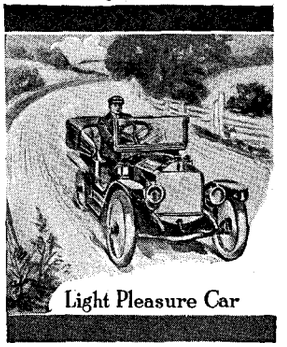


Heavy Fire Truck



Heavy Pleasure Car



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A brief summary of three of these tests tells the story. They include use in a heavy truck, in a heavy pleasure car and in a light pleasure car. Note the increase in power, decrease in consumption, absence of carbon, and cleanness of spark plugs.

Tests in Hook and Ladder Fire Truck at Factory

Three oils used in this test. Competitors' oils indicated by letters "A" and "B." Conditions under which oils were tested exactly the same except that at the beginning of third test, that of Texaco Motor Oil, motor was badly overheated due to the two tests that had preceded. Motor cooled during the test of Texaco Motor Oil. About ten minutes intervened between first and second and second and third tests. For the purpose of the test a long, very steep hill was used. Truck was sent at it from a standing start

	"A"	"B"	Texaco
Oil used			
Distance run	¾ way up hill. Motor stalled. Truck backed down under brakes.	½ way up hill. Motor stalled. Truck backed down under brakes.	To top of hill. Truck turned and descended with motor running.
Condition of motor beginning of test	Perfect	Overheated	Badly Overheated.
Condition of motor end of test	Overheated	Badly Overheated	*Good*
Saving in Oil consumption	None	None	25%

Tests in "Cadillac" and "Winton Six"

	In "Cadillac"	In "Winton"
Oil used	Texaco	Texaco
Duration of use	*Two years*	One year
Distance traveled, miles	5,000	20,000
Condition of motor, beginning	Perfect	Perfect
Condition of motor, end	*Perfect*	*Perfect*
Repairs of motor	*None*	*None*
Carbon deposit	*None*	*None*
Cleaning of spark plugs	*None*	*None*

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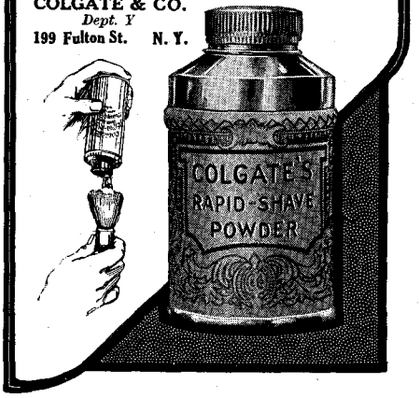

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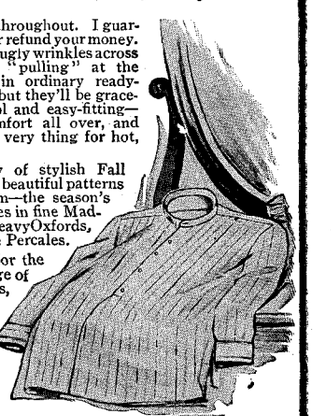

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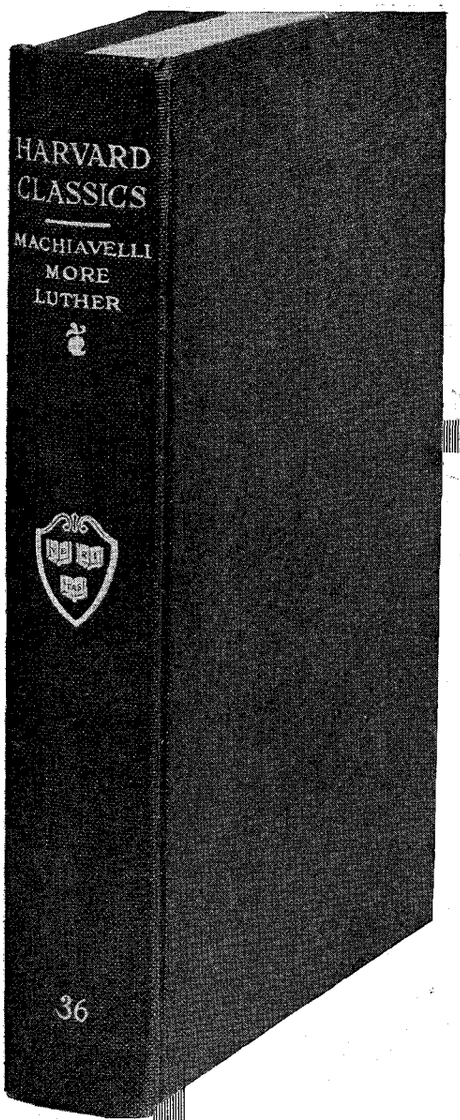

The [redacted] Who [redacted] the World

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